

EVALUATION OF HIGH CRASH LOCATIONS (DARK CRITERIA) STUDY



**LOCATION #6:
Old Baltimore Pike
MILEPOST 2.10 to 4.29
November 2012**



**Prepared for:
Delaware Department of
Transportation**



**By:
Urban Engineers, Inc.**

EXECUTIVE SUMMARY

The purpose of this study was to evaluate locations with the highest ratios of crashes occurring during dark conditions throughout the state of Delaware. The study included reviewing crash history and existing conditions of the locations, identifying specific sites where crashes are occurring and providing recommendations to improve conditions.

The Hazard Elimination Program (HEP) site selection process was used to determine ten (10) locations statewide with a dark crashes Critical Ratio greater than one and ten (10) or more crashes occurring in the three year study period within a one-mile roadway segment. Old Baltimore Pike, from Milepost 2.10 to 4.29, was determined to be one of the ten locations with the highest dark crashes Critical Ratios statewide.

Police crash reports covering three years were analyzed to identify high crash sites along Old Baltimore Pike, from Milepost 2.10 to 4.29. Crash clusters were identified at the following six (6) sites:

- Site #1: Old Baltimore Pike @ Godwin Drive / Winterview Way Intersection (M.P. 2.3)
- Site #2: Old Baltimore Pike @ College Drive Intersection (SR 896) (M.P. 2.45)
- Site #3: Old Baltimore Pike @ Old Coochs Bridge Road Intersection (M.P. 2.95)
- Site #4: Old Baltimore Pike @ Chapel St/Sunset Lake Rd (SR 72) Intersection (M.P. 3.3)
- Site #5: Old Baltimore Pike @ Westover Woods Drive Intersection (M.P. 3.8)
- Site #6: Old Baltimore Pike @ Albe Drive / Woodland Run Drive Intersection (M.P. 4.2)

Upon analysis of the crash history, Site #1 did not show a pattern of crashes that would benefit from lighting the intersection.

Site #2 has existing lighting at the intersection. There are eleven (11) 400 Watt HPS luminaires at the intersection. It is recommended that photometric calculations be performed to determine if the lighting meets DelDOT criteria. A leaning Yield sign was recommended to be reposted at this intersection.

Site #3 was not selected for closer evaluation due to the recent installation of roadway lighting at the intersection.

Partial intersection lighting is present at Site #4. Additional new luminaires would be required to bring the light levels up to meet DelDOT lighting criteria. Photometric calculations are recommended to evaluate the existing lighting at this site. It is recommended that the intersection be evaluated for complex lighting as defined by the DelDOT Lighting Design Guidelines.

There were three (3) crashes total at Site #5 during the three years of evaluated crash data. The crash history did not show a pattern of crashes that would benefit from lighting.

Upon analysis of the crash history, Site #6 did not have a high enough night-to-day crash ratio to warrant closer evaluation for potential nighttime safety improvements.

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1. INTRODUCTION

The purpose of this study was to evaluate locations with the highest ratios of crashes occurring during dark conditions throughout the state of Delaware. The study included reviewing crash history and existing conditions of the locations, identifying specific sites where crashes are occurring and providing recommendations to improve conditions.

The study included three parts:

Part 1: Location Selection – The Hazard Elimination Program (HEP) site selection process was used to determine ten (10) locations statewide with a dark crashes Critical Ratio greater than one and ten (10) or more crashes occurring in the three year study period within a one-mile roadway segment. Results from the location selection process were reviewed in coordination with DeIDOT. Corridors that were already part of an ongoing HSIP or HEP project were not included in this study. The Critical Ratio methodology was used in the location selection process. The list of statewide 1.0 mile corridors ranked by Critical Ratio is included in Appendix D.

Part 2: Evaluation – After the list of the top ten locations was approved by DeIDOT, an initial review was performed for each selected location. The evaluation included field visits to the sites; collecting information on existing roadway and traffic conditions; crash analysis; preliminary lighting evaluation; and this report. The report includes existing lighting analysis; concept lighting improvement alternatives; other signing, striping and signal recommendations in accordance with the Delaware Strategic Highway Safety Plan (SHSP), particularly related to dark crashes; potential design/implementation issues, and identification of the need for more detailed studies (Phase II studies).

Part 3: Coordination – Coordination of implementation with ongoing DeIDOT projects (HEP, Pavement & Rehabilitation, PD, etc.). When possible, DeIDOT-approved recommendations are coordinated for inclusion into the construction of ongoing projects.

The location selection process resulted in a list of ten locations, including Old Baltimore Pike from milepost 2.10 to 4.29 in Newark, Delaware.

Old Baltimore Pike

The evaluation and recommendations for Old Baltimore Pike, from milepost 2.10 to 4.29, are included in this report. The studied portion of Old Baltimore Pike is a 2.19-mile stretch of minor arterial roadway in suburban Newark, Delaware.

A study area map is provided in Figure 1.

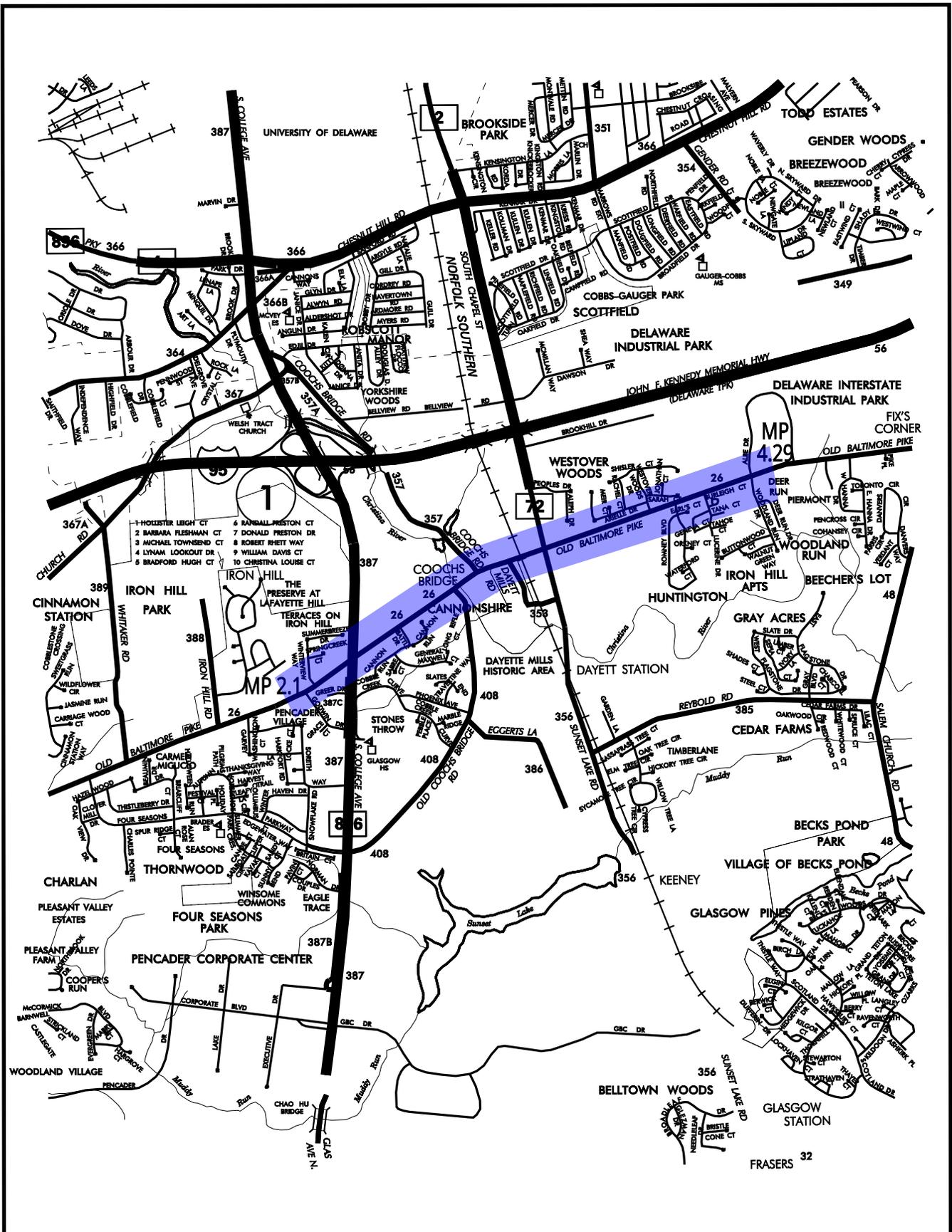


FIGURE 1 - STUDY AREA MAP
 Old Baltimore Pk., MP 2.1-4.29
 Newark, Delaware
 New Castle County



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2. CRASH DATA SUMMARY

This evaluation was based on crash data during the three year period from December 16, 2007 to December 16, 2010.

A total of 166 crashes occurred on Old Baltimore Pike from milepost 2.10 to 4.29 during the evaluation period.

One crash with a fatality occurred in the study area. The crash involved a pedestrian attempting to cross Old Baltimore Pike at Winterview Way. The crash occurred during dark conditions.

Of the 166 crashes, one hundred six (106) of the crashes occurred during daylight (64%). Sixty (60) of the crashes occurred during dark conditions (36%).

The highest number of crashes (59) at an individual site occurred at the intersection of Old Baltimore Pike and Chapel Street/Sunset Lake Road (SR 72).

Crashes were grouped together into sites based on their location along Old Baltimore Pike.

Site #1: Old Baltimore Pike @ Godwin Drive / Winterview Way Intersection (M.P. 2.3)

There were seven (7) total crashes at the site during the evaluation period. Three (3) of the seven (7) crashes (43%) occurred during dark hours.

One of the dark crashes at this site resulted in a fatality. The crash involved a 73 year old male pedestrian crossing Old Baltimore Pike from north to south, approximately 140' east of the intersection. The crash occurred at 8:12 pm on a Saturday evening. The pedestrian was not crossing Old Baltimore Pike at a crosswalk. The vehicle involved in the crash was driven by 68 year old male driver.

This site was selected for evaluation based on the crash history.

Site #2: Old Baltimore Pike @ College Drive (SR 896) (M.P. 2.45)

There were 30 total crashes at this site during the evaluation period. Eleven (11) of the 30 crashes (37%) occurred during dark hours. This site has existing roadway lighting.

This site was selected for evaluation based on the crash history.

Site #3: Old Baltimore Pike @ Old Coochs Bridge Road Intersection (M.P. 2.95)

There were 19 total crashes at the site during the evaluation period. Six (6) of the 19 crashes (32%) occurred during dark hours. Recently, roadway lighting has been installed at this site.

This site was not selected for evaluation based on the crash history and the recent installation of roadway lighting.

Site #4: Old Baltimore Pike @ Chapel Street/Sunset Lake Road (SR 72) Intersection (M.P. 3.3)

There were 59 total crashes at the site during the evaluation period. Twenty-three (23) of the 59 crashes (39%) occurred during dark hours. This site includes partial roadway lighting.

This site was selected for evaluation based on the crash history.

Site #5: Old Baltimore Pike @ Westover Woods Drive (M.P. 3.8)

There were three (3) total crashes at this site during the evaluation period. Two (2) of the three (3) crashes (67%) occurred during dark hours.

This site was selected for evaluation based on the crash history.

Site #6: Old Baltimore Pike @ Albe Drive/Woodland Run Drive (M.P. 4.2)

There were ten (10) total crashes at this site during the evaluation period. Two (2) of the ten (10) crashes (20%) occurred during dark hours.

This site was not selected for evaluation based on the crash history.

3. ROADWAY AND SITE CHARACTERISTICS

Old Baltimore Pike is a two-lane minor arterial roadway to the west of SR 72, and widens to three lanes, including a two-way center left turn lane from SR 72 extending past the eastern bounds of the study area. Shoulders are present in both directions throughout most of the study area.

In 2010, Old Baltimore Pike experienced Average Daily Traffic (ADT) of 13,373 vehicles towards the west side of the study area and 15,763 vehicles on the east side of the study area.

The posted speed limit for Old Baltimore Pike is 35 miles per hour west of SR 72. The speed limit is 45 miles per hour east of SR 72.

There are four signalized intersections and one railroad crossing in the study area.

Site #1: Old Baltimore Pike @ Godwin Drive / Winterview Way Intersection (M.P. 2.3)

This site includes two T-intersections separated by 100 feet. Godwin Drive intersects Old Baltimore Pike from the south. One hundred feet (100') to the east of Godwin Drive, Winterview Way intersects Old Baltimore Pike from the north.

Godwin Drive and Winterview Way are both two-lane entrances for residential neighborhoods. Sixty-foot (60') right turn lanes are present on Old Baltimore Pike for both Godwin Drive and Winterview Way. There are no sidewalks or crosswalks at either of the intersections.

There are two existing 70 Watt, High Pressure Sodium (HPS) post top luminaires at the Winterview Way entrance.

There is a Korean church located on the northeast corner of the Winterview Way and Old Baltimore Pike intersection.

Site #2: Old Baltimore Pike @ College Drive (SR 896) (M.P. 2.45)

College Avenue (SR 896) intersects Old Baltimore Pike at a large, skewed intersection.

Old Baltimore Pike includes channelized right turns in both directions. There are double left turn lanes on the eastbound approach, along with one through/right turn lane. The westbound approach includes one left turn lane, one shared thru/left turn lane and one right turn pocket.

The College Avenue northbound and southbound approaches include one left turn lane, two through lanes and one yield-controlled right turn lane. Both yield markings are located 100' beyond the stop bar, at the physical edge of Old Baltimore Pike. Based on photo records, it appears the yield markings were added between April 2010 and June 2011. It was noted at the time of the field visit that the southbound approach Yield sign is leaning away from the roadway.

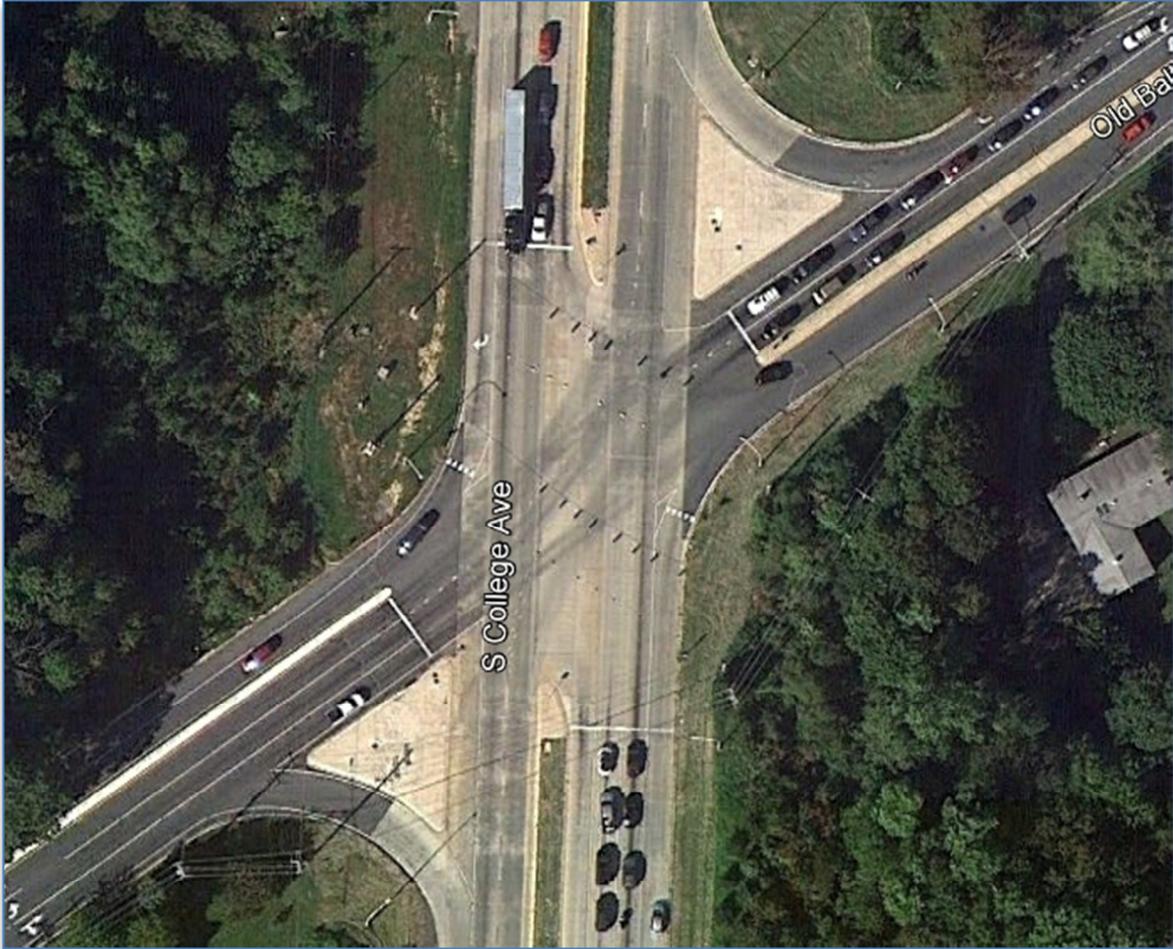


Photo 1: Old Baltimore Pike and College Avenue (SR 896) Intersection

There are eleven (11) existing aluminum light poles at the intersection. Each light pole includes a 400 Watt, HPS cobrahead luminaire.



Photo 2: Facing south on SR 896 towards intersection with Old Baltimore Pike

Site #4: Old Baltimore Pike @ Chapel Street/Sunset Lake Road (SR 72) Intersection (M.P. 3.3)

Old Baltimore Pike's eastbound approach includes one left turn lane, one through lane and one channelized right turn lane. The westbound approach includes two left turn lanes, one through lane and one channelized right turn lane. The northbound SR 72 approach includes one left turn, two through lanes and one channelized right turn. The southbound SR 72 approach includes two left turns, one through lane, and one shared through/right lane.



Photo 3: Facing West on Old Baltimore Pike just east of the SR 72 Intersection

All four approaches have concrete medians. All four approaches also have concrete right-turn channelizing islands.

There is one (1) existing 250 Watt HPS cobrahead luminaire on the southeast corner of the intersection. This luminaire is mounted to a utility pole.



Photo 4: Old Baltimore Pike and SR 72 Intersection

There is a crosswalk on the west side of the intersection across Old Baltimore Pike.

There is a railroad crossing 450' to the west of SR 72.

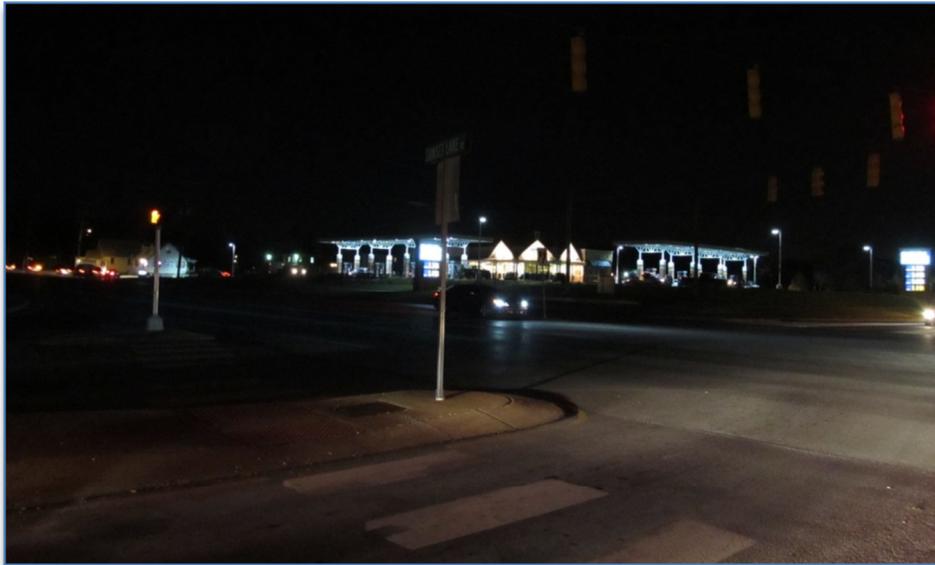


Photo 5: Unlit north side of Old Baltimore Pike and SR 72 Intersection

There is a Royal Farms gas station on the northeast corner of the intersection. Word of Life Christian Center is located on the southeast corner of the intersection. Royal Farms and Word of Life both have entrances 450' east of SR 72.

For eastbound traffic, the following signs are present between SR 72 and the gas station/church entrances, "Share the Road", "Right Lane Ends", "Watch For Entering Traffic", and "Lane Ends Merge Left" signs.

Westbound traffic has a "Share the Road" sign approaching the gas station/church entrances.

At the time of this report, a separate HEP project at this site was recently submitted to DelDOT Project Development. The HEP project included signing modifications at the intersection.

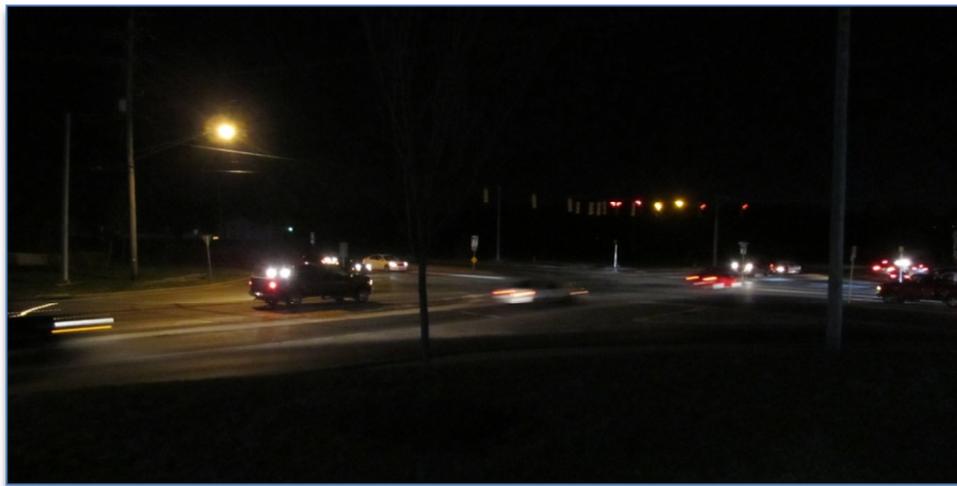


Photo 6: Single luminaire on southeast corner of Old Baltimore Pike and SR 72 Intersection

Site #5: Old Baltimore Pike @ Westover Woods Drive (M.P. 3.8)

Westover Woods Drive and Torington Way intersect Old Baltimore Pike at the entrance into two residential neighborhoods. The intersection is signalized.

The eastbound approach includes one left turn lane, one through lane and one right turn lane/bicycle lane. The westbound approach includes one left turn lane, one through lane, and one right turn lane/bicycle lane. Both the northbound and southbound approaches include one shared through/left turn lane and one right turn lane.

A bike lane exists on both eastbound and westbound Old Baltimore Pike at the intersection. At the intersection, the bike lane is shared with right turning vehicles.

There are crosswalks on all sides of the intersection, except the east side.

There are HPS post top luminaires on pedestrian scale poles at all four corners of the intersection.

4. LIGHTING WARRANT EVALUATION

The DeIDOT Lighting Guidelines contain the conditions for determining if lighting is warranted at a given site. A warrant analysis is included below for each site that was chosen for evaluation.

Section 2.3, *Lighting Warrants*, of the DeIDOT Lighting Guidelines states that lighting *should* be installed at “locations where crash patterns indicate that lighting may reduce crashes and where the percentage of nighttime accidents is 40 percent or greater.” Section 2.3 also states that lighting *may* be installed at “locations where crash patterns indicate that lighting may reduce crashes and where the percentage of nighttime accidents is 35 percent or greater.”

Site #1: Old Baltimore Pike @ Godwin Drive / Winterview Way Intersection (M.P. 2.3)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were 7 total crashes near this intersection during the three year evaluation period. Three (3) of these crashes occurred during dark conditions.

The manner of impact of the three (3) dark crashes was as follows:

- 1 Pedestrian-Vehicle collision (Fatal)
 - 73 year old male pedestrian crossing Old Baltimore Pike from north to south, approximately 140’ east of the intersection, not at a crosswalk, at 8:12 pm on a Saturday evening. Struck by 68 year old male driver.
- 1 Run off the road, westbound
- 1 Rear end, eastbound

No crash patterns that would benefit from lighting were identified.

Percentage of Nighttime Crashes

Forty-three percent (3 out of 7) of the crashes at this site occurred during dark conditions. The crash history at this intersection meets the conditions for a location where lighting “should be installed,” as per Section 2.3 of the DeIDOT Lighting Guidelines.

Lighting Warrant Results

This site has greater than 40% of crashes occurring during dark conditions, therefore meeting part of the warrant for a site where roadway lighting *should* be installed. However, no crash patterns that would benefit from lighting were identified. Therefore, roadway lighting is not recommended at this site.

Site #2: Old Baltimore Pike @ College Drive (SR 896) (M.P. 2.45)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were 30 total crashes near this intersection during the three year evaluation period. Eleven (11) of these crashes occurred during dark conditions.

The manner of impact of the eleven (11) dark crashes was as follows:

- 5 Rear end (2 NB, 2 WB, 1 EB)
- 3 Angle (2 NB/SB LT, NB RT/SB LT)
- 2 Ran off road (2 SB RT)
- 1 Sideswipe

An examination of the police crash reports for the five (5) rear end crashes showed that they occurred in three of the four approaches to the intersection. All three angle crashes involved northbound vehicles colliding with southbound left-turning vehicles. Both run off the road crashes involved southbound right-turning vehicles that lost control at the intersection.

Percentage of Nighttime Crashes

Thirty-seven percent (11 out of 30) of the crashes that occurred at the site were during dark conditions according to the crash reports.

Lighting Warrant Results

Because the intersection has existing lighting at the intersection, the crash history is skewed compared to an unlit intersection. Therefore, the crash history cannot be relied upon in this circumstance for use in lighting warrant analysis.

Site #4: Old Baltimore Pike @ Chapel Street/Sunset Lake Road (SR 72) Intersection (M.P. 3.3)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were 59 total crashes near this intersection during the three year evaluation period. Twenty-three (23) of these crashes occurred during dark conditions.

The manner of impact of the twenty-three (23) dark crashes was as follows:

- 11 Rear end (8 WB, 1 NB, 1 EB, 1 SB)
- 10 Angle
 - 5 at Old Baltimore Pike @ SR 72

- 4 SB/NB left turn
 - 1 WB/EB left turn
- 5 at Old Baltimore Pike @ Royal Farms Entrance/Church Access Points
 - 3 WB/EB left turn
 - 1 WB/SB right turn
 - 1 EB/NB left turn
- 1 Sideswipe
- 1 Engine fire

The crash history shows a pattern of rear end crashes and angle crashes at the intersection, and the nearby access points for the Royal Farms gas station and the Church entrance. These crash patterns may benefit from the roadway lighting, which would improve visibility and therefore improve driver awareness.

Percentage of Nighttime Crashes

Thirty-nine percent (23 out of 59) of the crashes that occurred at the site were during dark conditions. The crash history at this intersection meets the conditions for a location where lighting “may be installed,” as per Section 2.3 of the DeIDOT Lighting Guidelines.

Lighting Warrant Results

This site has a history of crash patterns that may benefit from lighting, and greater than 35% of crashes occurring during dark conditions, therefore meeting the warrant for a site where roadway lighting *may* be installed.

Site #5: Old Baltimore Pike @ Westover Woods Drive (M.P. 3.8)

Crash Patterns

The Crash Data Summary and Evaluation showed that there were three (3) total crashes near this intersection during the three year evaluation period. Two (2) of these crashes occurred during dark conditions.

One of the dark crashes was involved a pedestrian that walked in front of an eastbound vehicle. The other dark crash was a rear end collision involving westbound vehicles.

Percentage of Nighttime Crashes

Sixty-seven percent (2 out of 3) of the crashes that occurred at the site were during dark conditions. The crash history at this intersection meets the conditions for a location where lighting “should be installed,” as per Section 2.3 of the DeIDOT Lighting Guidelines.

Lighting Warrant Results

Although the percentage of dark crashes meets the minimum for warranting roadway lighting, there was no identifiable pattern of crashes that would benefit from lighting. The low number of crashes was a factor that was considered in this analysis. Therefore, roadway lighting is not warranted at this site.

5. RECOMMENDATIONS

Recommendations are included below, and recommended improvements are summarized in the following table.

Site #1: Old Baltimore Pike @ Godwin Drive / Winterview Way Intersection (M.P. 2.3)

Roadway Lighting

The crash history did not show a pattern of crashes that would benefit from lighting the area. Therefore, roadway lighting is not recommended for this site.

Site #2: Old Baltimore Pike @ College Drive (SR 896) (M.P. 2.45)

Roadway Lighting

The intersection has existing roadway lighting. The existing light pole layout is consistent with DeIDOT's recommended light pole layout for complex intersection lighting. Photometric calculations are recommended to determine if the existing lighting meets DeIDOT's standard lighting levels.

Other Improvements

The traffic signal clearance intervals (EB/WB approaches=4 seconds, NB/SB approaches=5 seconds) were reviewed and found to be sufficient.

The leaning Yield sign on southbound approach should be reposted.

Site #4: Old Baltimore Pike @ Chapel Street/Sunset Lake Road (SR 72) Intersection (M.P. 3.3)

Ongoing Projects

At the time of this report, a separate HEP project at this site was recently submitted to DeIDOT Project Development. The HEP project included signing modifications at the intersection.

Roadway Lighting

Because the intersection features luminaires that appear to only cover part of the intersection, photometric calculations are recommended for this site.

The intersection would be evaluated for complex intersection lighting as per Section 4.3.2 of the DeIDOT Lighting Design Guidelines. Complex intersection lighting typically includes two (2) lights on the approaches to the intersection, and one (1) luminaire after the intersection.

At a minimum, additional luminaires on the northeast, northwest and southwest corners of the intersection would improve lighting levels. Also, the lighting levels may benefit from increasing the wattage of the existing 250 Watts to 400 Watts.

Site #5: Old Baltimore Pike @ Westover Woods Drive (M.P. 3.8)

Roadway Lighting

The crash history did not show a pattern of crashes that would benefit from lighting the area. Additionally, the crash history was limited to only three crashes. Therefore, roadway lighting is not recommended for this site.

Recommended Improvements

Site	Recommended Improvement
#2. Old Baltimore Pike @ College Dr Intersection (MP 2.45)	Repost leaning Yield sign on southbound approach.
	Photometric calculations are recommended to determine if the existing lighting meets DelDOT's standard lighting levels.
#4. Old Baltimore Pike @ SR 72 Intersection (MP 3.3)	Evaluate for complex intersection lighting as per Section 4.3.2 of the DelDOT Lighting Design Guidelines. At a minimum, additional luminaires on the northeast, northwest and southwest corners of the intersection would improve lighting levels. Also, the lighting levels may benefit from increasing the wattage of the existing 250 Watts to 400 Watts.

APPENDIX A: Crash Data Summary

State of Delaware Crash Study Summary

Study Period from 12-16-2007 to 12-16-2010

Summary		Classification			Manner Of Impact			
	# of Crashes		# of Crashes	% of Total Crashes		# of Crashes	% of Total Crashes	
Total Crashes	140	Non-Reportable	10	7.14%	Front to rear	69	49.29%	
Fatal Crashes	1		Reportable	98	70.00%	Front to front	5	3.57%
Total Alcohol-Related Crashes	8			Personal Injury	31	22.14%	Angle	34
Total Non Alcohol-Related Crashes	132		Fatality	1	0.71%	Sideswipe, same direction	11	7.86%
Total Fatalities	1		Total	140		Sideswipe, opposite direction	3	2.14%
Total Pedestrian Fatalities	1					Rear to side	0	0.00%
Total Pedestrian Injuries	0				Rear to rear	0	0.00%	
Total Pedestrian Crashes	0				Other	8	5.71%	
Total Motorcycle Crashes	3				Unknown	1	0.71%	
Total Pedalcyclist Crashes	0				Not a collision between two vehicles	8	5.71%	
					Total	139		

Alcohol Related Crashes by Classification					
	Non-reportable	Reportable	Personal Injury	Fatality	Total
Alcohol Related	0	6	2	0	8
Non-Alcohol Related	10	92	29	1	132
Total	10	98	31	1	140

Manner of Impact By Classification					
	Non-Reportable	Reportable	Personal Injury	Fatality	Total
Front to rear	5	53	11	0	69
Front to front	0	3	2	0	5
Angle	0	24	10	0	34
Sideswipe, same direction	1	9	1	0	11
Sideswipe, opposite direction	0	1	2	0	3
Rear to side	0	0	0	0	0
Rear to rear	0	0	0	0	0
Other	3	1	4	0	8
Unknown	0	0	1	0	1
Not a collision between two vehicles	0	7	0	1	8
Total	9	98	31	1	139

"Disclaimer for CARS: Crash data and associated police reports are intended for DelDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DelDOT unless written approval is received from the DelDOT Legal Section. Police reports are the property of the Delaware State Police."

Day Of Week		
	# of Crashes	% of Total Crashes
Sunday	16	11.43%
Monday	17	12.14%
Tuesday	21	15.00%
Wednesday	23	16.43%
Thursday	25	17.86%
Friday	15	10.71%
Saturday	23	16.43%
Total	140	

Time Of Day (AM)		
	# of Crashes	% of Total Crashes
00:00 - 00:59	3	2.14%
01:00 - 01:59	5	3.57%
02:00 - 02:59	1	0.71%
03:00 - 03:59	1	0.71%
04:00 - 04:59	2	1.43%
05:00 - 05:59	2	1.43%
06:00 - 06:59	3	2.14%
07:00 - 07:59	10	7.14%
08:00 - 08:59	6	4.29%
09:00 - 09:59	2	1.43%
10:00 - 10:59	2	1.43%
11:00 - 11:59	6	4.29%
Total	43	

Time Of Day (PM)		
	# of Crashes	% of Total Crashes
12:00 - 12:59	7	5.00%
13:00 - 13:59	4	2.86%
14:00 - 14:59	11	7.86%
15:00 - 15:59	7	5.00%
16:00 - 16:59	12	8.57%
17:00 - 17:59	13	9.29%
18:00 - 18:59	13	9.29%
19:00 - 19:59	9	6.43%
20:00 - 20:59	8	5.71%
21:00 - 21:59	7	5.00%
22:00 - 22:59	4	2.86%
23:00 - 23:59	2	1.43%
Total	97	
Unknown Time	0	

Surface Conditions		
	# of Crashes	% of Total Crashes
Dry	107	76.43%
Wet	29	20.71%
Snow	2	1.43%
Ice/Frost	1	0.71%
Sand	0	0.00%
Water (standing,mo)	0	0.00%
Slush	0	0.00%
Oil	0	0.00%
Mud, Dirt, Gravel	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	139	

Lighting Conditions		
	# of Crashes	% of Total Crashes
Daylight	81	57.86%
Dawn	2	1.43%
Dusk	4	2.86%
Dark-Lighted	21	15.00%
Dark-Not Lighted	31	22.14%
Dark-Unknown Lighting	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	139	

Weather Conditions		
	# of Crashes	% of Total Crashes
Clear	93	66.43%
Cloudy	20	14.29%
Fog, Smog, Smoke	1	0.71%
Rain	23	16.43%
Sleet, Hail (freezing rain or drizzle)	1	0.71%
Snow	3	2.14%
Blowing Snow	1	0.71%
Severe Crosswinds	0	0.00%
Blowing Sand, Soil, Dirt	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	142	

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Most Harmful Event		
	# of Crashes	% of Total Crashes
Overturn/Rollover, Non-Collision	0	0.00%
Fire/Explosion, Non-Collision	0	0.00%
Immersion, Non-Collision	0	0.00%
Jackknife, Non-Collision	0	0.00%
Cargo/Equipment Loss or Shift, Non-Collision	0	0.00%
Fell/Jumped From Motor Vehicle, Non-Collision	0	0.00%
Thrown or Falling Object, Non-Collision	0	0.00%
Other Non-Collision, Non-Collision	2	1.43%
Pedestrian, Collision With Person, Motor Vehicle, or Non-Fixed Object	1	0.71%
Pedalcycle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Railway Vehicle (train, engine), Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Animal, Collision With Person, Motor Vehicle, or Non-Fixed Object	4	2.86%
Motor Vehicle in Transport, Collision With Person, Motor Vehicle, or Non-Fixed Object	123	87.86%
Legally Parked Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Work Zone / Maintenance Equipment, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Other Non-Fixed Object, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Impact Attenuator/Crash Cushion, Collision With Fixed Object	0	0.00%
Bridge Overhead Structure, Collision With Fixed Object	0	0.00%
Bridge Pier or Support, Collision With Fixed Object	1	0.71%
Bridge Rail, Collision With Fixed Object	0	0.00%
Cable Barrier, Collision With Fixed Object	0	0.00%
Culvert, Collision With Fixed Object	0	0.00%
Curb, Collision With Fixed Object	0	0.00%
Ditch, Collision With Fixed Object	1	0.71%
Embankment, Collision With Fixed Object	0	0.00%

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Guardrail Face, Collision With Fixed Object	0	0.00%
Guardrail End, Collision With Fixed Object	0	0.00%
Concrete Traffic Barrier, Collision With Fixed Object	0	0.00%
Other Traffic Barrier, Collision With Fixed Object	0	0.00%
Tree (standing), Collision With Fixed Object	1	0.71%
Utility Pole, Collision With Fixed Object	3	2.14%
Light Support, Collision With Fixed Object	0	0.00%
Traffic Sign Support, Collision With Fixed Object	0	0.00%
Overhead Sign Support, Collision With Fixed Object	0	0.00%
Traffic Signal Support, Collision With Fixed Object	0	0.00%
Fence, Collision With Fixed Object	0	0.00%
Mailbox, Collision With Fixed Object	0	0.00%
Other Post, Pole or Support, Collision With Fixed Object	1	0.71%
Other Fixed Object (wall, building, tunnel, etc.), Collision With Fixed Object	2	1.43%
Illegally Parked Motor Vehicle, Collision with person, vehicle, or object not fixed	0	0.00%
Stopped Motor Vehicle, Collision with person, vehicle, or object not fixed	0	0.00%
Unknown, Collision With Fixed Object	1	0.71%
Total	140	

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Primary Contributing Circumstance		
	# of Crashes	% of Total Crashes
Speeding	0	0.00%
Failed to yield right of way	15	10.71%
Passed Stop Sign	0	0.00%
Disregard Traffic Signal	2	1.43%
Wrong side or wrong way	1	0.71%
Improper passing	0	0.00%
Improper lane change	1	0.71%
Following too close	11	7.86%
Made improper turn	0	0.00%
Driving under the influence	2	1.43%
Driver inattention, distraction, or fatigue	14	10.00%
Driving in a careless or reckless manner	2	1.43%
Driving in an aggressive manner	0	0.00%
Improper backing	1	0.71%
Other improper driving	1	0.71%
Mechanical defects	0	0.00%
Animal in Roadway - Deer	2	1.43%
Animal in Roadway - Other Animal	0	0.00%
Other environmental circumstances - weather, glare	3	2.14%
Roadway circumstances - debris, holes, work zone	0	0.00%
Other	3	2.14%
Unknown	5	3.57%
Total	63	

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Driver Contributing Circumstance		
	# of Drivers	% of Total Drivers
No Contributing Action	142	45.95%
Failed to yield right of way	25	8.09%
Ran Red Light	7	2.27%
Ran Stop Sign	0	0.00%
Disregard other traffic sign	0	0.00%
Disregard other road markings	1	0.32%
Exceeded authorized speed limit	0	0.00%
Driving too fast for conditions	0	0.00%
Made an improper turn	1	0.32%
Improper backing	2	0.65%
Wrong side or wrong way	1	0.32%
Followed too closely	22	7.12%
Failure to keep in proper lane	0	0.00%
Ran off roadway	0	0.00%
Operating vehicle in erratic, reckless, careless, negligent or aggressive manner	12	3.88%
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	2	0.65%
Over-correcting/over-steering	0	0.00%
Improper Passing	3	0.97%
Other Contributing Action	38	12.30%
Unknown	15	4.85%
Total	309	

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	MHE	PC	Class	MOI
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2007

N	26	2.34	2.34	5	0207121162	12/26/07	1544	4	0	0	N	01	04	02	13		02	01
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2008

N	26	2.86	2.86	5	0208019538	3/5/08	1850	4	0	0	N	05	01	01	13		02	01
N	26	2.95	2.95	5	0208019536	3/5/08	1846	4	0	0	N	05	01	01	13		02	02
N	26	3.42	3.42	5	0208000469	1/2/08	1830	4	0	0	N	05	01	01	13		02	01
N	26	2.51	2.51	5	0208004945	1/17/08	2122	5	0	0	N	05	04	02	13		02	04
N	26	3.46	3.46	5	0208017500	2/28/08	0850	5	0	0	N	01	01	01	13		02	04
N	26	2.95	2.95	5	0208002354	1/9/08	1101	4	0	0	N	01	01	01	20		02	00
N	26	2.27	0	5	0208011684	2/9/08	2012	7	1	0	N	05	04	02	09	02	04	00
N	26	3.32	3.32	5	0208005503	1/19/08	1955	7	0	0	N	04	01	01	13		02	04
N	26	3.25	3.25	5	0208056609	6/23/08	0758	2	0	0	N	01	01	01	13		02	01
N	26	2.97	2.97	5	0208042010	5/12/08	1224	2	0	0	N	01	04	02	13		02	01
N	26	3.31	3.31	5	0208070143	7/29/08	2000	3	0	0	Y	03	01	01	13		02	01
N	26	3	3	5	0208030905	4/10/08	0552	5	0	0	Y	05	02	01	13		02	03
N	26	2.48	2.48	5	0208033953	4/19/08	0959	7	0	0	N	01	01	01	13		02	01
N	26	3.32	3.32	5	0208075609	8/14/08	2054	5	0	0	N	05	04	02	13		02	03
N	26	2.7	2.7	5	3208047141	4/20/08	1430	1	0	0	N	01	01	01	13		02	04
N	26	3.32	3.32	5	0208029907	4/6/08	1450	1	0	0	N	01	01	01	13		02	03
N	26	2.48	2.48	5	0208063462	7/12/08	0728	7	0	0	N	01	01	01	13		02	03
N	26	3.32	3.32	5	0208072112	8/4/08	1729	2	0	0	N	01	01	01	13		03	01
N	26	3.29	3.29	5	0208081451	8/31/08	1805	1	0	0	N	01	01	01	13		02	01
N	26	3.28	3.28	5	0208042354	5/13/08	1130	3	0	0	N	01	01	01	13		02	01
N	26	3.44	3.44	5	0208093995	10/8/08	0738	4	0	0	N	01	01	01	13		02	04
N	26	3.02	3.02	5	0208105826	11/13/08	2214	5	0	0	N	05	04	02	13		03	01
N	26	3.35	3.35	5	0208088254	9/20/08	1628	7	0	0	Y	01	01	01	13		03	03
N	26	2.9	2.9	5	0208106458	11/15/08	1721	7	0	0	N	05	04	02	13		02	01
N	26	2.4	2.4	5	0208089322	9/23/08	1614	3	0	0	N	01	01	01	13		03	01
N	26	3.41	3.41	5	0208118214	12/22/08	1711	2	0	0	N	05	01	01	13		02	01
N	26	3.33	3.33	5	0208114949	12/12/08	2005	6	0	0	N	05	02	01	13		02	01
N	26	2.48	2.48	5	0208090616	9/27/08	1427	7	0	0	N	01	04	02	13		02	01
N	26	3.32	3.32	5	0208093990	10/8/08	0714	4	0	0	N	01	01	01	13		03	02
N	26	3.35	3.35	5	0208119791	12/27/08	1917	7	0	0	N	04	03	02	13		02	01
N	26	3.32	3.32	5	0208090545	9/27/08	1110	7	0	0	N	01	02	01	13		02	03
N	26	3.25	3.25	5	0208095610	10/12/08	1900	1	0	0	N	03	01	01	12		02	00

2009

N	26	3.25	3.25	5	0209063593	7/19/09	1922	1	0	0	N	01	01	01	13		02	01
N	26	2.95	2.95	5	0209068395	8/3/09	0758	2	0	0	N	01	02	01	13		02	03
N	26	3.32	3.32	5	0209057711	7/1/09	2305	4	0	0	N	05	04	02	13		02	03
N	26	3.33	3.33	5	0209020638	3/12/09	0538	5	0	0	N	04	01	01	13		02	03
N	26	3.36	3.36	5	0209024061	3/23/09	0830	2	0	0	N	01	01	01	13		02	01
N	26	3.32	3.32	5	0209029635	4/9/09	2107	5	0	1	N	05	01	01	13		03	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	MHE	PC	Class	MOI
2009																		
N	26	3.04	3.04	5	0209027961	4/4/09	1344	7	0	0	N	01	01	01	31		02	00
N	26	3.36	3.36	5	0209035431	4/27/09	2309	2	0	0	N	04	01	01	13		03	03
N	26	2.41	2.41	5	0209019024	3/6/09	1727	6	0	0	N	01	01	01	13		02	01
N	26	3.33	3.33	5	0209047678	6/2/09	1756	3	0	0	N	01	01	01	13		02	03
N	26	3.36	3.36	5	0209067366	7/31/09	1542	6	0	0	N	01	02	01	13		03	03
N	26	3.34	3.34	5	0209005602	1/20/09	1809	3	0	0	N	04	01	01	13		02	01
N	26	2.49	2.49	5	0209043264	5/21/09	0101	5	0	0	N	04	01	01	13		03	01
N	26	3.33	3.33	5	0209035038	4/26/09	2155	1	0	0	N	04	01	01	13		03	03
N	26	2.5	2.5	5	0209000574	1/3/09	1142	7	0	1	N	01	01	01	13		03	03
N	26	2.97	2.97	5	0209006814	1/24/09	1830	7	0	0	N	05	01	01	12		02	00
N	26	3.33	3.33	5	0209010736	2/7/09	2028	7	0	0	N	05	01	01	08		02	00
N	26	2.47	2.47	5	0209010937	2/8/09	1407	1	0	0	N	01	01	01	13		02	04
N	26	2.95	2.95	5	0209036896	5/2/09	1055	7	0	0	N	01	02	02	13		02	01
N	26	2.47	2.47	5	0209094423	10/24/09	1126	7	0	0	N	01	04	02	13		02	01
N	26	3.25	3.25	5	0209110688	12/15/09	1626	3	0	0	N	03	01	01	13		02	01
N	26	2.47	2.47	5	0209024386	3/24/09	1208	3	0	0	N	01	01	01	13		02	01
N	26	2.44	2.44	5	0209084708	9/22/09	1932	3	0	0	N	02	01	01	13		02	04
N	26	3.37	3.37	5	0209060182	7/9/09	0843	5	0	0	N	01	01	01	13		02	04
N	26	2.48	2.48	5	0209096168	10/29/09	1901	5	0	0	N	04	01	01	13		02	03
N	26	2.54	2.54	5	0209087605	10/2/09	1202	6	0	0	N	01	02	01	13		03	05
N	26	3.17	3.17	5	0209083623	9/19/09	1152	7	0	0	N	01	01	01	13		02	01
N	26	2.95	2.95	5	0209077553	8/30/09	1556	1	0	1	N	01	01	01	13	02	03	03
N	26	3.33	3.33	5	0209018925	3/7/09	1344	7	0	0	N	01	01	01	13		02	01
N	26	2.49	2.49	5	0209043114	5/20/09	1554	4	0	0	N	01	01	01	13		02	01
N	26	3.36	3.36	5	0209056908	6/29/09	1648	2	0	0	N	01	01	01	13		02	03
N	26	2.96	2.96	5	0209059629	7/7/09	1648	3	0	0	N	01	01	01	08		02	00
N	26	3.48	3.48	5	0209045887	5/28/09	1716	5	0	0	N	01	01	01	13		02	03
N	26	3.47	3.47	5	0209043472	5/21/09	1708	5	0	0	N	01	01	01	13		03	03
N	26	3.39	3.39	5	0209024735	3/25/09	1531	4	0	1	N	01	01	01	13		03	04
N	26	2.48	2.48	5	0209054069	6/21/09	1253	1	0	0	N	01	02	01	13		02	01
N	26	2.49	2.49	5	0209091520	10/15/09	0649	5	0	0	N	05	01	01	13		02	01
N	26	3.33	3.33	5	0209015903	2/24/09	2227	3	0	0	N	04	01	01	13		02	01
N	26	3.19	3.19	5	0209046225	5/29/09	1640	6	0	0	N	01	04	02	13		03	01
N	26	2.99	2.99	5	0209048058	6/3/09	1818	4	0	0	N	01	04	02	13		02	01
N	26	3.17	3.17	5	0209085596	9/25/09	1611	6	0	0	N	01	01	01	13		02	01
N	26	3.3	3.3	5	0209021706	3/15/09	1656	1	0	0	Y	01	04	02	13		02	01
N	26	2.46	2.46	5	0209104670	11/26/09	0113	5	0	0	Y	04	04	02	40		02	00
N	26	2.27	2.27	5	0209086347	9/28/09	0743	2	0	0	N	01	01	01	13		03	05
N	26	3.35	3.35	5	0209099821	11/10/09	1746	3	0	0	N	05	01	01	13		03	03
N	26	3.23	3.23	5	0209091601	10/15/09	1218	5	0	0	N	01	04	02	13		02	01

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2010

N	00026	3.32	3.32	3	0210041766	5/15/10	1038	7	0	0	N	-		13	08	01		
N	00026	2.67			0210026797	3/31/10	2141	4	0	0	Y	05	01 - 01	01	13	10	02	01
N	00026	2.64			0210004066	1/15/10	1830	6	0	0	N	05	01 -	01	13	11	02	01
N	00026	2.48			0210011569	2/9/10	2059	3	0	0	N	04	06 -	03	13	19	02	03
N	00026	2.48	2.48	2	0210074533	8/18/10	1617	4	0	0	N	01	02 -	02	13	08	02	01
N	00026	2.42	2.42	3	0210042695	5/18/10	0756	3	0	0	N	01	04 -	02	13	08	02	01
N	00026	3.43	3.43	3	0210051252	6/11/10	1702	6	0	0	N	01	01 -	01	13	02	02	03
N	00026	2.97	2.97	3	0210059008	7/3/10	1924	7	0	0	N	01	01 -	01	13	11	02	01
N	00026	3.37	3.37	3	0210067460	7/28/10	1846	4	0	2	N	01	01 -	01	13	02	03	03
N	00026	2.97			0210004654	1/18/10	0135	2	0	1	Y	05	05 -	02	32	10	03	88
N	00026	2.7	2.70	3	0210059453	7/5/10	0655	2	0	0	N	01	01 -	01	13	05	02	05
N	00026	3.33			0210012575	2/12/10	1911	6	0	0	N	04	01 -	01	13	11	02	01
N	00026	2.25	2.25	3	0210059772	7/6/10	0853	3	0	1	N	01	01 -	01	13	88	03	88
N	00026	3.13			0210021173	3/13/10	1446	7	0	1	N	01	04 -	02	32	12	03	88
N	00026	2.46	2.46	3	0210053669	6/18/10	1539	6	0	0	N	01	02 -	01	13	08	02	01
N	00026	3.23			0210029445	4/8/10	1746	5	0	1	N	01	01 -	01	13	11	03	01
N	00026	3.42			0210014046	2/17/10	1745	4	0	0	N	03	01 -	01	13	15	02	03
N	00026	3.34	3.34	3	0210083116	9/14/10	1425	3	0	0	N	01	01 -	01	13	02	02	03
N	00026	3.38			0210006959	1/26/10	0900	3	0	0	N	01	01 -	01	13	02	02	03
N	00026	2.94	2.94	3	0210061630	7/12/10	0707	2	0	0	N	01	01 -	01	40	02	01	88
N	00026	3.31	3.31	3	0210070389	8/6/10	1456	6	0	0	N	01	01 -	01	13	08	02	01
N	00026	3.34	3.34	3	0210071095	8/8/10	1344	1	0	0	N	01	01 -	01	13	99	01	04
N	00026	2.87	2.87	3	0210107341	11/24/10	1710	4	0	0	N	05	01 -	01	13	08	02	01
N	00026	3.42	3.42	3	0210092670	10/11/10	1815	2	0	0	N	05	02 -	01	13	02	02	03
N	00026	2.32	2.32	3	0210046560	5/29/10	1355	7	0	0	N	01	01 -	01	13	08	02	01
N	00026	2.95			0210024171	3/23/10	1245	3	0	0	N	01	04 -	02	13	08	02	01
N	00026	3.25			0210015937	2/24/10	0458	4	0	0	N	05	01 -	02	12	17	01	88
N	00026	2.48	2.48	2	0210040250	5/10/10	1855	2	0	0	N	01	01 -	01	13	11	01	01
N	00026	3.32	3.32	3	0210108062	11/26/10	2200	6	0	0	N	04	01 -	01	13	04	02	03
N	00026	3.36			0210024871	3/25/10	1617	5	0	1	N	01	01 -	01	13	02	03	02
N	00026	2.48			0210016624	2/26/10	0746	6	0	0	N	01	07 - 06	04	99	19	02	02
N	00026	2.25	2.25	3	0210108583	11/28/10	1408	1	0	0	N	01	02 -	01	13	11	02	01
N	00026	2.27	2.27	3	0210094445	10/16/10	0000	7	0	0	N	05	01 -	01	13	08	01	01
N	00026	3.33	3.33	3	0210081083	9/7/10	2011	3	0	0	N	04	01 -	01	13	11	01	01
N	00026	3.33	3.33	3	0210041078	5/13/10	1439	5	0	1	N	01	01 -	01	13	11	03	01
N	00026	3.33	3.33	3	0210086315	9/23/10	0000	5	0	1	N	01	01 -	01	13	08	03	01
N	00026	2.28			0210025828	3/28/10	2055	1	0	1	N	04	04 -	02	39	88	03	99
N	00026	3.2	3.20	3	0210095199	10/19/10	0812	3	0	0	N	01	04 -	02	13	08	02	01
N	00026	2.68	2.68	3	0210057644	6/29/10	2102	3	0	1	N	05	01 -	01	13	11	03	01
N	00026	2.49	2.49	1	0210109614	12/1/10	2223	4	0	0	N	05	01 -	01	13	04	02	03

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2010

N	00026	3.06	3.06	3	0210103635	11/13/10	0257	7	0	1	N	05	01 -	01	13	99	03	01
N	00026	3.39	3.39	3	0210041530	5/14/10	1832	6	0	2	N	01	02 -	01	13	02	03	03
N	00026	3.17	3.17	3	0210109807	12/2/10	1612	5	0	0	N	01	02 -	01	13	02	02	03
N	00026	3.42	3.42	3	0210109819	12/2/10	0000	5	0	0	N	04	01 -	01	13	02	02	03
N	00026	2.29	2.29	3	0210058043	6/30/10	2154	4	0	0	N	04	01 -	01	13	99	01	01
N	00026	3.4	3.40	3	0210087704	9/27/10	1830	2	0	0	N	04	04 - 02		13	11	02	01
N	00026	2.45	2.45	3	0210109937	12/2/10	2155	5	0	0	N	04	02 -	01	13	11	02	01
N	00026	2.95	2.95	3	0210104289	11/15/10	0642	2	0	0	N	02	02 -	01	13	11	02	01
N	00026	2.88	2.88	3	0210082424	9/12/10	0141	1	0	1	N	05	01 -	01	25	11	03	88
N	00026	3.35	3.35	3	0210096268	10/22/10	1536	6	0	0	N	01	01 -	01	13	88	02	01
N	00026	3.31	3.31	3	0210104554	11/15/10	1916	2	0	0	N	05	01 -	01	13	11	02	01
N	00026	3.1	3.10	3	0210110593	12/5/10	0121	1	0	0	N	05	02 -	01	32	12	02	88
N	00026	2.5	2.50	3	0210048070	6/3/10	0353	5	0	0	N	04	01 -	01	13	07	02	04
N	00026	3.31	3.31	3	0210097842	10/27/10	1213	4	0	0	N	01	04 -	02	13	14	01	01
N	00026	2.96	2.96	3	0210097973	10/27/10	1640	4	0	0	N	01	02 -	02	13	99	02	01
N	00026	3.4	3.40	3	0210111692	12/8/10	1719	4	0	0	N	04	01 -	01	13	02	02	03
N	00026	2.49	2.49	3	0210090391	10/5/10	0757	3	0	0	N	01	04 - 02		13	99	02	01
N	00026	3.34	3.34	3	0210090709	10/6/10	0805	4	0	0	N	01	01 -	01	13	02	02	03
N	00026	3.41	3.41	3	0210098333	10/28/10	1426	5	0	0	Y	01	01 -	01	13	02	02	02
N	00026	3.15	3.15	3	0210106288	11/21/10	0452	1	0	0	N	05	01 -	01	12	17	01	88
N	00026	2.47	2.47	3	0210114309	12/16/10	1430	5	0	0	N	01	06 -	03	13	19	02	01

Report generated by tdtsswn at 2010-12-23 14:26:25.737

Report Legend

- CTY - County
- RD - Maintenance Road
- MP - Milepoint
- C-MP - Continuous Milepoint
- DIR - Highway Direction
- COMP/HQ# - Complaint Number/Headquarters Number
- DAY - Day Of Week
- Fat - Fatality
- Inj - Injury
- AL - Alcohol Involved
- LC - Lighting Condition
- WC - Weather Condition
- SC - Surface Condition
- MHE - Most Harmful Event
- PC - Primary Contributing Circumstance
- Class - Report Classification

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State of Delaware Crash Study Summary

Study Period from 12-16-2007 to 12-16-2010

Summary		Classification			Manner Of Impact			
	# of Crashes		# of Crashes	% of Total Crashes		# of Crashes	% of Total Crashes	
Total Crashes	167	Non-Reportable	13	7.78%	Front to rear	91	54.49%	
Fatal Crashes	0		Reportable	118	70.66%	Front to front	7	4.19%
Total Alcohol-Related Crashes	6			Personal Injury	36	21.56%	Angle	36
Total Non Alcohol-Related Crashes	159		Fatality	0	0.00%	Sideswipe, same direction	10	5.99%
Total Fatalities	0		Total	167		Sideswipe, opposite direction	0	0.00%
Total Pedestrian Fatalities	0					Rear to side	0	0.00%
Total Pedestrian Injuries	3				Rear to rear	3	1.80%	
Total Pedestrian Crashes	3				Other	5	2.99%	
Total Motorcycle Crashes	1				Unknown	0	0.00%	
Total Pedalcyclist Crashes	2				Not a collision between two vehicles	13	7.78%	
					Total	165		

Alcohol Related Crashes by Classification

	Non-reportable	Reportable	Personal Injury	Fatality	Total
Alcohol Related	0	4	2	0	6
Non-Alcohol Related	13	113	33	0	159
Total	13	117	35	0	165

Manner of Impact By Classification

	Non-Reportable	Reportable	Personal Injury	Fatality	Total
Front to rear	6	72	13	0	91
Front to front	0	2	5	0	7
Angle	3	23	10	0	36
Sideswipe, same direction	0	9	1	0	10
Sideswipe, opposite direction	0	0	0	0	0
Rear to side	0	0	0	0	0
Rear to rear	1	1	1	0	3
Other	1	2	2	0	5
Unknown	0	0	0	0	0
Not a collision between two vehicles	0	9	4	0	13
Total	11	118	36	0	165

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Day Of Week		
	# of Crashes	% of Total Crashes
Sunday	14	8.38%
Monday	30	17.96%
Tuesday	28	16.77%
Wednesday	21	12.57%
Thursday	23	13.77%
Friday	32	19.16%
Saturday	19	11.38%
Total	167	

Time Of Day (AM)		
	# of Crashes	% of Total Crashes
00:00 - 00:59	1	0.60%
01:00 - 01:59	1	0.60%
02:00 - 02:59	2	1.20%
03:00 - 03:59	1	0.60%
04:00 - 04:59	1	0.60%
05:00 - 05:59	1	0.60%
06:00 - 06:59	5	2.99%
07:00 - 07:59	8	4.79%
08:00 - 08:59	12	7.19%
09:00 - 09:59	6	3.59%
10:00 - 10:59	2	1.20%
11:00 - 11:59	4	2.40%
Total	44	

Time Of Day (PM)		
	# of Crashes	% of Total Crashes
12:00 - 12:59	5	2.99%
13:00 - 13:59	6	3.59%
14:00 - 14:59	12	7.19%
15:00 - 15:59	14	8.38%
16:00 - 16:59	17	10.18%
17:00 - 17:59	24	14.37%
18:00 - 18:59	16	9.58%
19:00 - 19:59	9	5.39%
20:00 - 20:59	6	3.59%
21:00 - 21:59	6	3.59%
22:00 - 22:59	7	4.19%
23:00 - 23:59	1	0.60%
Total	123	
Unknown Time	0	

Surface Conditions		
	# of Crashes	% of Total Crashes
Dry	146	87.43%
Wet	19	11.38%
Snow	0	0.00%
Ice/Frost	0	0.00%
Sand	0	0.00%
Water (standing,mo)	0	0.00%
Slush	0	0.00%
Oil	0	0.00%
Mud, Dirt, Gravel	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	165	

Lighting Conditions		
	# of Crashes	% of Total Crashes
Daylight	112	67.07%
Dawn	2	1.20%
Dusk	2	1.20%
Dark-Lighted	26	15.57%
Dark-Not Lighted	20	11.98%
Dark-Unknown Lighting	3	1.80%
Other	0	0.00%
Unknown	0	0.00%
Total	165	

Weather Conditions		
	# of Crashes	% of Total Crashes
Clear	120	71.86%
Cloudy	31	18.56%
Fog, Smog, Smoke	0	0.00%
Rain	14	8.38%
Sleet, Hail (freezing rain or drizzle)	0	0.00%
Snow	0	0.00%
Blowing Snow	0	0.00%
Severe Crosswinds	0	0.00%
Blowing Sand, Soil, Dirt	0	0.00%
Other	0	0.00%
Unknown	0	0.00%
Total	165	

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Most Harmful Event		
	# of Crashes	% of Total Crashes
Overturn/Rollover, Non-Collision	0	0.00%
Fire/Explosion, Non-Collision	0	0.00%
Immersion, Non-Collision	0	0.00%
Jackknife, Non-Collision	0	0.00%
Cargo/Equipment Loss or Shift, Non-Collision	1	0.60%
Fell/Jumped From Motor Vehicle, Non-Collision	1	0.60%
Thrown or Falling Object, Non-Collision	0	0.00%
Other Non-Collision, Non-Collision	0	0.00%
Pedestrian, Collision With Person, Motor Vehicle, or Non-Fixed Object	2	1.20%
Pedalcycle, Collision With Person, Motor Vehicle, or Non-Fixed Object	2	1.20%
Railway Vehicle (train, engine), Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Animal, Collision With Person, Motor Vehicle, or Non-Fixed Object	3	1.80%
Motor Vehicle in Transport, Collision With Person, Motor Vehicle, or Non-Fixed Object	147	88.02%
Legally Parked Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	1	0.60%
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Work Zone / Maintenance Equipment, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Other Non-Fixed Object, Collision With Person, Motor Vehicle, or Non-Fixed Object	0	0.00%
Impact Attenuator/Crash Cushion, Collision With Fixed Object	0	0.00%
Bridge Overhead Structure, Collision With Fixed Object	0	0.00%
Bridge Pier or Support, Collision With Fixed Object	0	0.00%
Bridge Rail, Collision With Fixed Object	0	0.00%
Cable Barrier, Collision With Fixed Object	0	0.00%
Culvert, Collision With Fixed Object	0	0.00%
Curb, Collision With Fixed Object	2	1.20%
Ditch, Collision With Fixed Object	0	0.00%
Embankment, Collision With Fixed Object	3	1.80%

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Guardrail Face, Collision With Fixed Object	0	0.00%
Guardrail End, Collision With Fixed Object	0	0.00%
Concrete Traffic Barrier, Collision With Fixed Object	0	0.00%
Other Traffic Barrier, Collision With Fixed Object	0	0.00%
Tree (standing), Collision With Fixed Object	0	0.00%
Utility Pole, Collision With Fixed Object	0	0.00%
Light Support, Collision With Fixed Object	0	0.00%
Traffic Sign Support, Collision With Fixed Object	0	0.00%
Overhead Sign Support, Collision With Fixed Object	0	0.00%
Traffic Signal Support, Collision With Fixed Object	0	0.00%
Fence, Collision With Fixed Object	0	0.00%
Mailbox, Collision With Fixed Object	1	0.60%
Other Post, Pole or Support, Collision With Fixed Object	0	0.00%
Other Fixed Object (wall, building, tunnel, etc.), Collision With Fixed Object	3	1.80%
Illegally Parked Motor Vehicle, Collision with person, vehicle, or object not fixed	0	0.00%
Stopped Motor Vehicle, Collision with person, vehicle, or object not fixed	0	0.00%
Unknown, Collision With Fixed Object	0	0.00%
Total	166	

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Primary Contributing Circumstance		
	# of Crashes	% of Total Crashes
Speeding	0	0.00%
Failed to yield right of way	8	4.79%
Passed Stop Sign	1	0.60%
Disregard Traffic Signal	1	0.60%
Wrong side or wrong way	0	0.00%
Improper passing	2	1.20%
Improper lane change	2	1.20%
Following too close	19	11.38%
Made improper turn	1	0.60%
Driving under the influence	0	0.00%
Driver inattention, distraction, or fatigue	19	11.38%
Driving in a careless or reckless manner	4	2.40%
Driving in an aggressive manner	0	0.00%
Improper backing	0	0.00%
Other improper driving	1	0.60%
Mechanical defects	1	0.60%
Animal in Roadway - Deer	1	0.60%
Animal in Roadway - Other Animal	1	0.60%
Other environmental circumstances - weather, glare	1	0.60%
Roadway circumstances - debris, holes, work zone	0	0.00%
Other	2	1.20%
Unknown	8	4.79%
Total	72	

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Driver Contributing Circumstance		
	# of Drivers	% of Total Drivers
No Contributing Action	156	42.05%
Failed to yield right of way	26	7.01%
Ran Red Light	2	0.54%
Ran Stop Sign	1	0.27%
Disregard other traffic sign	0	0.00%
Disregard other road markings	1	0.27%
Exceeded authorized speed limit	1	0.27%
Driving too fast for conditions	1	0.27%
Made an improper turn	5	1.35%
Improper backing	0	0.00%
Wrong side or wrong way	0	0.00%
Followed too closely	35	9.43%
Failure to keep in proper lane	2	0.54%
Ran off roadway	1	0.27%
Operating vehicle in erratic, reckless, careless, negligent or aggressive manner	14	3.77%
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	1	0.27%
Over-correcting/over-steering	0	0.00%
Improper Passing	7	1.89%
Other Contributing Action	52	14.02%
Unknown	14	3.77%
Total	371	

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	MHE	PC	Class	MOI
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2007

N	26	5.06	5.06	5	0207118298	12/17/07	1456	2	0	0	N	01	01	01	13		02	01
N	26	5.09	5.09	5	0207120590	12/24/07	0734	2	0	0	N	01	01	01	13		02	01

2008

N	26	4.18	4.18	5	0208012492	2/12/08	1344	3	0	0	N	01	02	01	13	03	02	03
N	26	5.59	5.59	5	0208007588	1/26/08	2050	7	0	0	N	05	01	01	13		02	03
N	26	4.82	4.82	5	0208005706	1/20/08	1442	1	0	0	N	01	01	01	13		02	01
N	26	4.52	4.52	5	0208014149	2/17/08	0817	1	0	0	Y	01	02	01	14		02	01
N	26	4.9	4.9	5	0208008072	1/28/08	1720	2	0	0	N	01	01	01	13		02	03
N	26	4.82	4.82	5	0208008212	1/29/08	0840	3	0	0	N	01	02	01	13		02	01
N	26	4.13	4.13	5	0208002121	1/8/08	1538	3	0	0	N	01	01	01	13		02	03
N	26	4.82	4.82	5	0208014646	2/18/08	1936	2	0	0	N	04	02	02	13		02	03
N	26	4.82	4.82	5	0208024842	3/21/08	1252	6	0	0	N	01	01	01	13		02	03
N	26	4.32	4.32	5	0208065778	7/18/08	1445	6	0	0	N	01	01	01	13	02	02	03
N	26	5.76	5.76	5	0208005089	1/18/08	1250	6	0	0	Y	01	01	01	13		03	01
N	26	5.04	5.04	5	0208036705	4/27/08	1301	1	0	0	N	01	02	01	13		02	04
N	26	4.82	4.82	5	0208033719	4/18/08	1837	6	0	0	N	01	01	01	13		03	02
N	26	4.9	4.9	5	0208044532	5/19/08	1628	2	0	0	N	01	02	01	13		02	01
N	26	5.59	5.59	5	0208055214	6/19/08	0806	5	0	0	N	01	02	01	13		02	01
N	26	5.79	5.79	5	0208059094	6/30/08	0804	2	0	0	N	01	01	01	13		02	01
N	26	4.54	4.54	5	0208024205	3/19/08	1730	4	0	0	N	01	04	02	13		02	01
N	26	4.55	4.55	5	0208039326	5/5/08	0744	2	0	0	N	01	01	01	13		02	03
N	26	5.61	5.61	5	0208058602	6/28/08	1620	7	0	0	N	01	02	01	13		02	01
N	26	5.08	5.08	5	0208050899	6/6/08	2050	6	0	0	N	04	01	01	13		03	03
N	26	5.55	5.55	5	0208105714	11/13/08	1521	5	0	0	N	01	04	02	13		02	00
N	26	5.07	5.07	5	0208054432	6/16/08	1715	2	0	0	N	01	02	01	13		02	01
N	26	5.59	5.59	5	0208036192	4/25/08	1958	6	0	0	N	03	01	01	13		02	01
N	26	5.12	5.12	5	0208044357	5/19/08	0809	2	0	0	N	01	01	01	13		02	01
N	26	4.3	4.3	5	3208151802	12/3/08	2000	4	0	0	N	06	04	02	38		02	00
N	26	4.41	4.41	5	0208048789	5/31/08	1853	7	0	0	N	01	01	01	13		02	01
N	26	4.55	4.55	5	0208036354	4/26/08	0833	7	0	0	N	01	01	01	13		03	03
N	26	5.13	5.13	5	0208072398	8/5/08	1413	3	0	0	N	01	01	01	13		02	01
N	26	5.08	5.08	5	0208077870	8/21/08	0742	5	0	0	N	01	01	01	09		03	00
N	26	5.56	5.56	5	0208113878	12/9/08	1926	3	0	0	N	05	01	02	26		02	00
N	26	5.59	5.59	5	0208119836	12/27/08	2203	7	0	0	N	04	01	02	13		03	02
N	26	5.42	5.42	5	0208091585	9/30/08	1806	3	0	0	N	01	01	01	13		02	03
N	26	4.52	4.52	5	0208103614	11/6/08	1953	5	0	0		05	01	01	12		02	03
N	26	4.32	4.32	5	0208102411	11/3/08	0756	2	0	0	N	01	02	01	13	11	02	04
N	26	5.04	5.04	5	0208086466	9/15/08	1551	2	0	0	N	01	01	01	13		02	01
N	26	5.61	5.61	5	0208109926	11/26/08	1750	4	0	0	N	04	01	01	13		02	01
N	26	5.59	5.59	5	0208116527	12/17/08	2053	4	0	0	N	04	01	01	13		02	01
N	26	5.59	5.59	5	0208107603	11/19/08	1429	4	0	0	N	01	01	01	13		03	03

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	MHE	PC	Class	MOI
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2008

N	26	4.21	4.21	5	0208086298	9/15/08	0710	2	0	0	N	01	01	01	13		02	01
N	26	5.18	5.18	5	0208097762	10/19/08	1755	1	0	0	N	01	01	01	13		02	01
N	26	5	5	5	0208103901	11/7/08	1846	6	0	0	N	04	01	01	13		02	01
N	26	5.56	5.56	5	0208105766	11/13/08	1801	5	0	0	N	05	04	02	13		02	01
N	26	3.8	3.8	5	0208104517	11/9/08	1808	1	0	0	N	05	01	01	13		02	01

2009

N	26	4.7	4.7	5	0209068900	8/4/09	1546	3	0	0	N	01	01	01	13		02	01
N	26	5.09	5.09	5	3209088362	7/27/09	1939	2	0	0	N	01	01	01	13		02	01
N	26	5.1	5.1	5	0209066302	7/28/09	0952	3	0	0	N	01	01	01	13		02	01
N	26	4.66	4.66	5	0209018829	3/6/09	0830	6	0	0	N	01	01	01	13		02	04
N	26	5.59	5.59	5	0209023458	3/21/09	0210	7	0	0	N	04	01	01	26		02	00
N	26	4.04	4.04	5	0209038230	5/6/09	1625	4	0	0	N	01	02	01	13		02	04
N	26	3.92	3.92	5	0209038160	5/6/09	1540	4	0	0	N	01	01	01	13		03	07
N	26	5.09	5.09	5	0209052861	6/17/09	1742	4	0	0	N	01	02	01	26		02	00
N	26	4.82	4.82	5	0209006487	1/23/09	1740	6	0	2	N	05	01	01	13		03	01
N	26	5.59	5.59	5	0209047729	6/2/09	1856	3	0	0	N	01	01	01	13		02	01
N	26	5.58	5.58	5	0209005261	1/19/09	1454	2	0	0	N	01	04	02	13		02	01
N	26	5.08	5.08	5	0209015344	2/23/09	0929	2	0	0	N	01	01	01	13		02	03
N	26	5.29	5.29	5	0209033342	4/21/09	1624	3	0	0	N	01	01	01	13		03	01
N	26	5.58	5.58	5	0209006764	1/24/09	1621	7	0	0	N	01	01	01	13		02	01
N	26	5.07	5.07	5	0209062636	7/16/09	2115	5	0	0		04	01	01	13		03	01
N	26	5.59	5.59	5	0209008507	1/30/09	1932	6	0	2	N	05	02	01	13		03	01
N	26	4.82	4.82	5	0209068774	8/4/09	0855	3	0	0	N	01	02	01	13		02	01
N	26	5.59	5.59	5	0209012063	2/12/09	0452	5	0	0	N	04	01	01	13		02	00
N	26	4	4	5	0209002973	1/11/09	1923	1	0	0	N	04	01	01	13		02	03
N	26	4.82	4.82	5	0209094098	10/23/09	1447	6	0	0	N	01	02	01	13		03	01
N	26	5.08	5.08	5	0209084390	9/21/09	1838	2	0	0	N	01	01	01	13		02	01
N	26	4.16	4.16	5	0209109151	12/10/09	1803	5	0	0	N	05	01	01	13		02	04
N	26	4	4	5	0209059926	7/8/09	1334	4	0	0	N	01	01	01	13		02	03
N	26	5.08	5.08	5	0209091859	10/16/09	0936	6	0	0	N	01	04	02	13		02	01
N	26	4.36	4.36	5	0209043596	5/22/09	2230	6	0	0	N	06	01	01	09		03	00
N	26	4.18	4.18	5	2909003664	1/14/09	1330	4	0	1	N	01	01	01	13		03	01
N	26	5.34	5.34	5	0209035791	4/28/09	2245	3	0	0	N	05	01	01	10		03	00
N	26	4.85	4.85	5	0209018984	3/6/09	1545	6	0	2	N	01	01	01	13		03	03
N	26	4.81	4.81	5	0209053278	6/19/09	0657	6	0	0	N	01	01	01	40		02	00
N	26	4.82	4.82	5	0209018104	3/3/09	1944	3	0	0	N	04	01	01	13		02	01
N	26	5.1	5.1	5	0209047278	6/1/09	1746	2	0	0	N	01	01	01	13		02	01
N	26	4.97	4.97	5	0209038876	5/8/09	1539	6	0	0	N	01	01	01	13		03	03
N	26	5.06	5.06	5	0209038393	5/7/09	0753	5	0	0	N	01	02	02	13		02	03
N	26	5.11	5.11	5	0209111784	12/18/09	1714	6	0	0	N	04	02	01	13		02	01
N	26	5.08	5.08	5	0209098626	11/6/09	2230	6	0	0	N	04	01	01	13		02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	MHE	PC	Class	MOI
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2009

N	26	5.59	5.59	5	0209043670	5/22/09	0827	6	0	0	N	01	02	01	13		02	01
N	26	4.82	4.82	5	0209048896	6/5/09	2234	6	0	0	N	05	04	02	13		03	03
N	26	3.78	3.78	5	0209102570	11/19/09	1722	5	0	0	N	05	04	02	13		03	00
N	26	5.59	5.59	5	3209136048	11/20/09	2345	6	0	0	Y	05	01	01	40		02	00
N	26	4.82	4.82	5	0209049988	6/8/09	2143	2	0	0	N	05	01	01	13		02	01
N	26	4.82	4.82	5	0209083804	9/19/09	2011	7	0	0	N	04	02	01	13		02	03
N	26	5.08	5.08	5	0209085708	9/25/09	2243	6	0	0	N	04	01	01	13		02	01
N	26	5.08	5.08	5	0209108450	12/8/09	1711	3	0	0	N	05	02	01	13		02	01
N	26	4.86	4.86	5	0209101501	11/16/09	0600	2	0	0	N	05	01	01	40		02	00
N	26	3.6	3.6	5	0209109786	12/12/09	1410	7	0	0	N	01	01	01	13		03	02
N	26	4.84	4.84	5	0209105658	11/29/09	1436	1	0	0	N	01	01	01	13		03	01
N	26	5.59	5.59	5	0209113148	12/21/09	1513	2	0	0	N	01	01	01	13		02	03
N	26	5.1	5.1	5	0209026961	4/1/09	1610	4	0	0	N	01	04	01	13		02	01
N	26	4.16	4.16	5	0209109159	12/10/09	1803	5	0	0	N	05	01	01	13		02	04
N	26	4.55	4.55	5	0209047291	6/1/09	1812	2	0	0	N	01	01	01	13		02	01
N	26	5.08	5.08	5	0209102840	11/20/09	1255	6	0	0	N	01	01	01	13		03	02
N	00026	5.08			0209115515	12/29/09	0535	3	0	2	N	04	01 -	01	13	02	03	02
N	26	4.7	4.7	5	0209111772	12/18/09	1648	6	0	0	N	03	02	01	13		02	03
N	26	5.58	5.58	5	0209090440	10/11/09	0652	1	0	0	N	02	02	01	13		02	01

2010

N	00026	5.08	5.08	3	0210041765	5/15/10	1029	7	0	0	N	01	01 -	01	13	11	02	01
N	00026	5.04			0210027327	4/2/10	1413	6	0	2	N	01	01 -	01	13	06	03	01
N	00026	5.53			0210035058	4/25/10	2104	1	0	0	N	05	04 -	02	12	18	01	88
N	00026	5.08	5.08	3	0210042439	5/17/10	1137	2	0	0	N	01	02 -	01	13	11	02	01
N	00026	4.18			0210020109	3/10/10	0004	4	0	0	Y	04	01 -	01	13	07	02	04
N	00026	4.57	4.57	3	0210042810	5/18/10	1508	3	0	0	N	01	02 -	02	13	08	02	01
N	00026	5.23	5.23	3	0210042857	5/18/10	1709	3	0	0	N	04	02 -	01	13	08	01	01
N	00026	4.82			0210035729	4/28/10	0813	4	0	0	N	01	01 -	01	13	08	02	01
N	00026	4.71			0210028698	4/6/10	1746	3	0	0	N	01	01 -	01	13	11	02	01
N	00026	5.08			0210036050	4/29/10	0831	5	0	0	N	01	01 -	01	13	11	02	04
N	00026	4.82	4.82	3	0210050905	6/10/10	0351	5	0	0	N	04	01 -	01	24	99	02	88
N	00026	5.03			0210036181	4/29/10	1644	5	0	0	N	01	01 -	01	13	11	02	01
N	00026	5.58			0210029052	4/7/10	1628	4	0	0	N	01	01 -	01	13	08	02	01
N	00026	3.72			0210036248	4/29/10	1842	5	0	0	Y	01	01 -	01	13	12	02	04
N	00026	3.78			0210021894	3/16/10	0646	3	0	0	N	02	01 -	01	13	99	02	01
N	00026	4.83	4.83	3	0210044174	5/22/10	1152	7	0	0	N	01	01 -	01	13	08	01	01
N	00026	5.59			0210014864	2/20/10	1206	7	0	0	N	01	01 -	01	13	02	02	03
N	00026	5.08	5.08	3	0210074061	8/17/10	0924	3	0	1	N	01	01 -	01	13	02	03	03
N	00026	5.46			0210022384	3/17/10	1735	4	0	0	N	01	01 -	01	13	06	02	03
N	00026	5.63	5.63	3	0210066658	7/26/10	1415	2	0	1	N	01	01 -	01	05	12	03	88
N	00026	4.82			0210022396	3/16/10	0750	3	0	0	N	01	01 -	01	42	99	02	01

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CTY RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	MHE	PC	Class	MOI
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2010

N	00026	4.17	4.17	3	0210045408	5/26/10	1146	4	0	0	N	01	01 -	01	13	08	02	01
N	00026	5.08			0210015537	2/22/10	1915	2	0	0	N	04	04 -	04	13	11	01	01
N	00026	4.82			0210037706	5/3/10	1657	2	0	0	N	01	01 -	01	13	02	01	03
N	00026	4.68			0210023039	3/19/10	1755	6	0	1	N	01	01 -	01	13	08	03	01
N	00026	5.08	5.08	3	0210075161	8/20/10	1515	6	0	0	N	01	01 -	01	13	11	02	01
N	00026	5.04	5.04	3	0210059605	7/5/10	1751	2	0	0	N		-		13	08	01	
N	00026	3.66	3.66	3	0210100274	11/2/10	2151	3	0	1	N	04	01 -	01	13	02	03	03
N	00026	4.03	4.03	3	0210092627	10/11/10	1644	2	0	0	N	01	01 -	01	13	02	01	03
N	00026	3.71	3.71	3	0210045819	5/27/10	1459	5	0	0	N	01	01 -	01	13	11	02	88
N	00026	5.65			0210007153	1/26/10	2212	3	0	0	N	05	01 -	01	13	11	02	01
N	00026	5.08			0210038261	5/5/10	0828	4	0	0	N	01	01 -	01	13	11	02	07
N	00026	5.6			0210031681	4/15/10	1558	5	0	0	N	01	01 -	01	13	11	02	01
N	00026	5.07			0210000899	1/4/10	1032	2	0	0	N	01	01 -	01	13	16	02	01
N	00026	5.14	5.14	3	0210092949	10/12/10	1721	3	0	0	N		-		13	07	01	
N	00026	5.08	5.08	3	0210046127	5/28/10	1220	6	0	0	N	01	01 -	01	13	11	01	07
N	00026	5.59			0210038648	5/6/10	0725	5	0	0	N	01	01 -	01	13	11	02	01
N	00026	5.08	5.08	1	0210093583	10/14/10	1347	5	0	0	N	01	04 -	02	13	04	02	03
N	00026	4.72	4.72	3	0210077115	8/26/10	1645	5	0	0	N	01	01 -	01	13	08	02	01
N	00026	5.09	5.09	3	0210068334	8/9/10	1710	2	0	0	N	01	01 -	01	13	99	02	01
N	00026	4.28			0210024753	3/25/10	1152	5	0	0	N	01	01 -	01	13	11	02	02
N	00026	4.85	4.85	3	0210046788	5/30/10	0655	1	0	0	N	01	01 -	02	13	09	02	01
N	00026	4.82	4.82	3	0210078711	8/28/10	2100	7	0	0	N	05	01 -	01	13	99	02	01
N	00026	4.98	4.98	3	0210040505	5/11/10	1537	3	0	0	N	01	04 -	02	13	99	02	01
N	00026	4.51	4.51	3	0210108468	11/28/10	0200	1	0	0	N	04	01 -	01	12	17	02	03
N	00026	5.6	5.60	3	0210048277	6/3/10	1624	5	0	1	N	01	01 -	01	13	08	03	01
N	00026	5.08	5.08	3	0210079310	9/2/10	0925	5	0	0	N	01	01 -	01	13	08	02	01
N	00026	5.13	5.13	3	0210062550	7/14/10	1707	4	0	1	N	01	01 -	01	13	99	03	01
N	00026	5.55	5.55	3	0210056597	6/26/10	1819	7	0	0	N	01	01 -	01	13	08	02	01
N	00026	5.72	5.72	3	0210105117	11/17/10	1551	4	0	2	N	01	01 -	01	13	88	03	03
N	00026	5.17	5.17	3	0210099112	10/30/10	1301	7	0	0	N	01	01 -	01	13	11	02	01
N	00026	5.22	5.22	3	0210112735	12/11/10	1610	7	0	0	N	01	02 -	01	13	08	02	01
N	00026	5.08	5.08	3	0210105156	11/17/10	1712	4	0	0	N	04	02 -	01	13	02	02	03
N	00026	5.07	5.07	3	0210113073	12/12/10	1629	1	0	0	N	04	04 -	02	13	19	02	01
N	00026	5.59	5.59	3	0210099856	11/1/10	1712	2	0	1	N	01	01 -	01	13	15	03	03
N	00026	5.08	5.08	1	0210105799	11/19/10	1720	6	0	0	N	04	02 -	01	13	08	02	01
N	00026	5.13	5.13	3	0210063269	7/16/10	1625	6	0	0	N	01	01 -	01	13	08	01	01
N	00026	5.59	5.59	3	0210083172	9/14/10	1639	3	0	1	Y	01	01 -	01	13	12	03	01
N	00026	5.05	5.05	3	0210083214	9/14/10	1822	3	0	0	N	01	02 -	01	13	08	01	01
N	00026	5.08	5.08	3	0210105997	11/20/10	0940	7	0	0	N	01	01 -	01	13	11	02	02
N	00026	5.09	5.09	3	0210063768	7/17/10	2114	7	0	0	N	04	01 -	01	13	08	02	01

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CTY	RD	MP	C-MP	DIR	COMP/HQ#	Date	Time	Day	Fat	Inj	AL	LC	WC	SC	MHE	PC	Class	MOI
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2010

N	00026	5.17	5.17	3	0210072186	8/11/10	1550	4	0	0	N	01	01 -	01	13	11	02	01
N	00026	4.35	4.35	3	0210084384	9/18/10	0100	7	0	0	N	05	01 -	01	24	11	02	03
N	00026	5.09	5.09	3	0210084946	9/19/10	1750	1	0	0	N	01	02 -	01	13	08	01	01
N	00026	4.17	4.17	3	0210091601	10/8/10	1743	6	0	0	N	01	01 -	01	13	08	02	01
N	00026	5.08			0610005983	1/22/10	2000	6	0	0	N	06	02 -	01	13	99	01	03
N	00026	4	4.00	3	3210070709	6/27/10	1829	1	0	1	N	01	01 -	01	10	88	03	04
N	00026	4	4.00	3	3210115739	10/12/10	1800	3	0	1	N	01	01 -	01	06	12	03	88

Report generated by tdtsswn at 2010-12-23 14:35:47.541

Report Legend

CTY - County
 RD - Maintenance Road
 MP - Milepoint
 C-MP - Continuous Milepoint
 DIR - Highway Direction
 COMP/HQ# - Complaint Number/Headquarters Number
 DAY - Day Of Week
 Fat - Fatality
 Inj - Injury
 AL- Alcohol Involved
 LC - Lighting Condition
 WC - Weather Condition
 SC - Surface Condition
 MHE - Most Harmful Event
 PC - Primary Contributing Circumstance
 Class - Report Classification

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APPENDIX B: Crash Diagrams

Site #1: Old Baltimore Pike @ Godwin Drive / Winterview Way Intersection (M.P. 2.3)

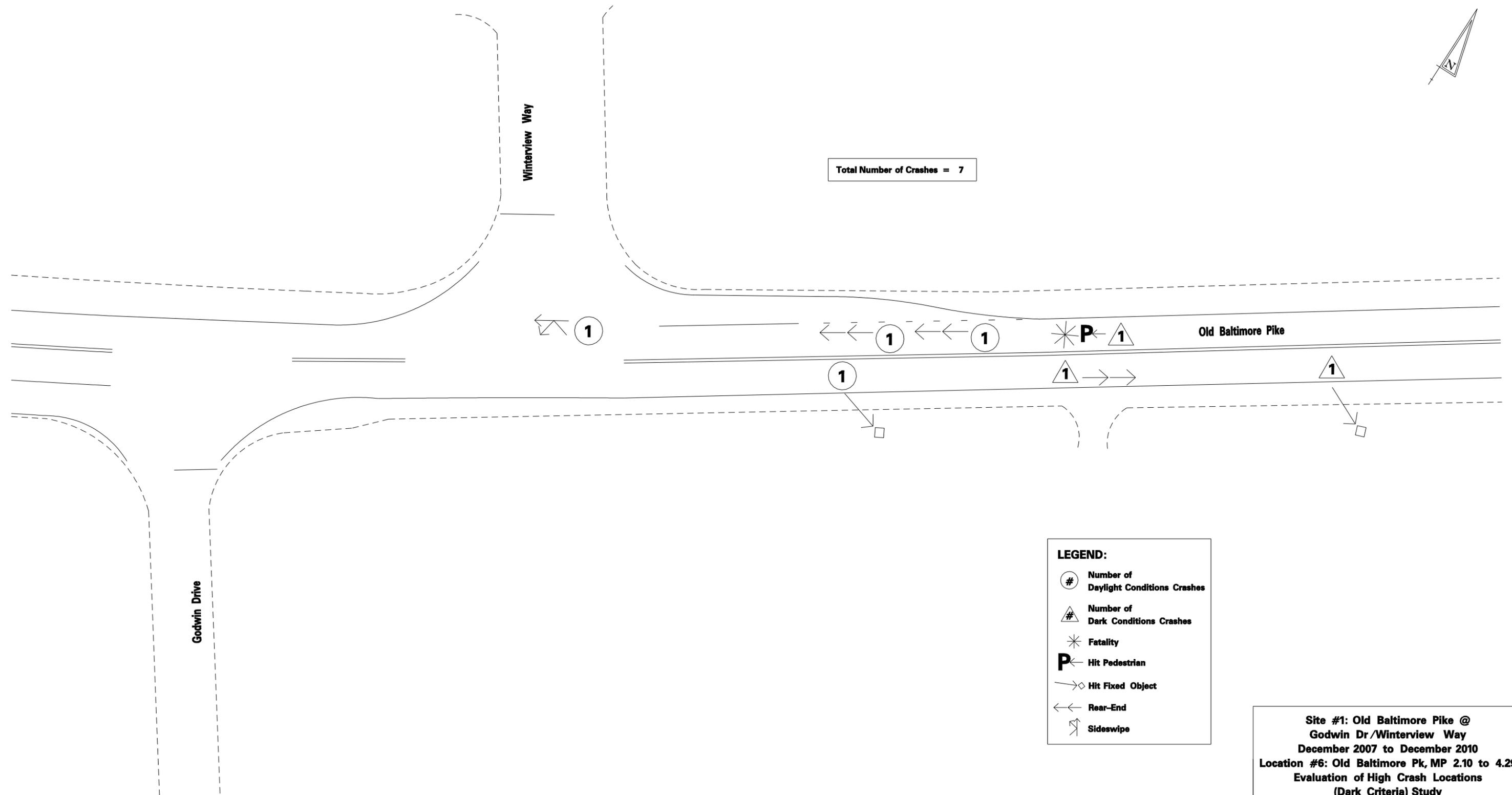
Site #2: Old Baltimore Pike @ College Drive (SR 896) (M.P. 2.45)

Site #4: Old Baltimore Pike @ Chapel Street/Sunset Lake Road (SR 72) Intersection (M.P. 3.3)

Site #5: Old Baltimore Pike @ Westover Woods Drive (M.P. 3.8)



Total Number of Crashes = 7



LEGEND:

- Number of Daylight Conditions Crashes
- Number of Dark Conditions Crashes
- Fatality
- Hit Pedestrian
- Hit Fixed Object
- Rear-End
- Sideswipe

Site #1: Old Baltimore Pike @
 Godwin Dr /Winterview Way
 December 2007 to December 2010
 Location #6: Old Baltimore Pk, MP 2.10 to 4.29
 Evaluation of High Crash Locations
 (Dark Criteria) Study



Urban Engineers, Inc.
 2 Penns Way, Suite 309
 New Castle, DE 19720



Total Number of Crashes = 30

S College Ave (SR 896)

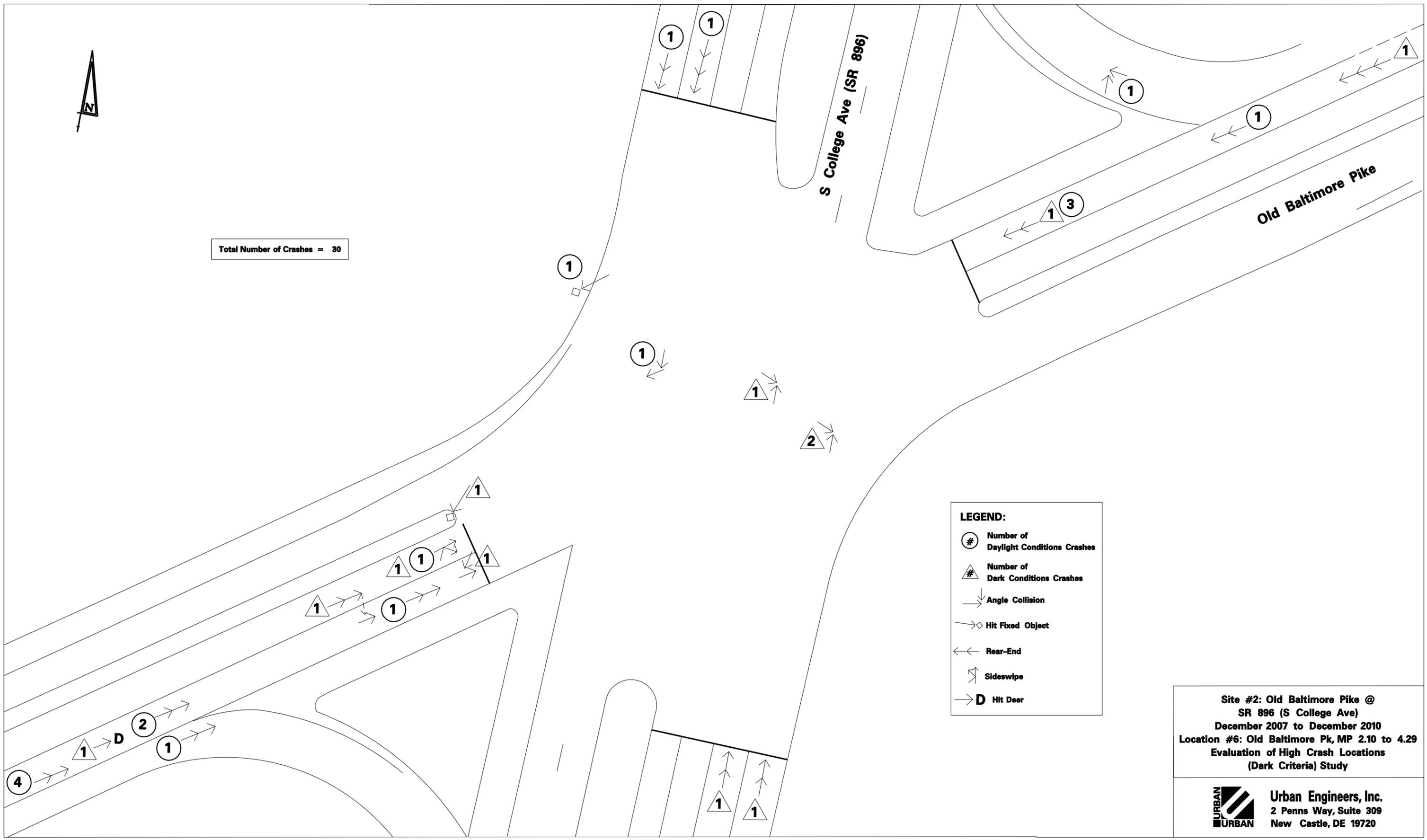
Old Baltimore Pike

LEGEND:

- Number of Daylight Conditions Crashes
- Number of Dark Conditions Crashes
- Angle Collision
- Hit Fixed Object
- Rear-End
- Sideswipe
- Hit Deer

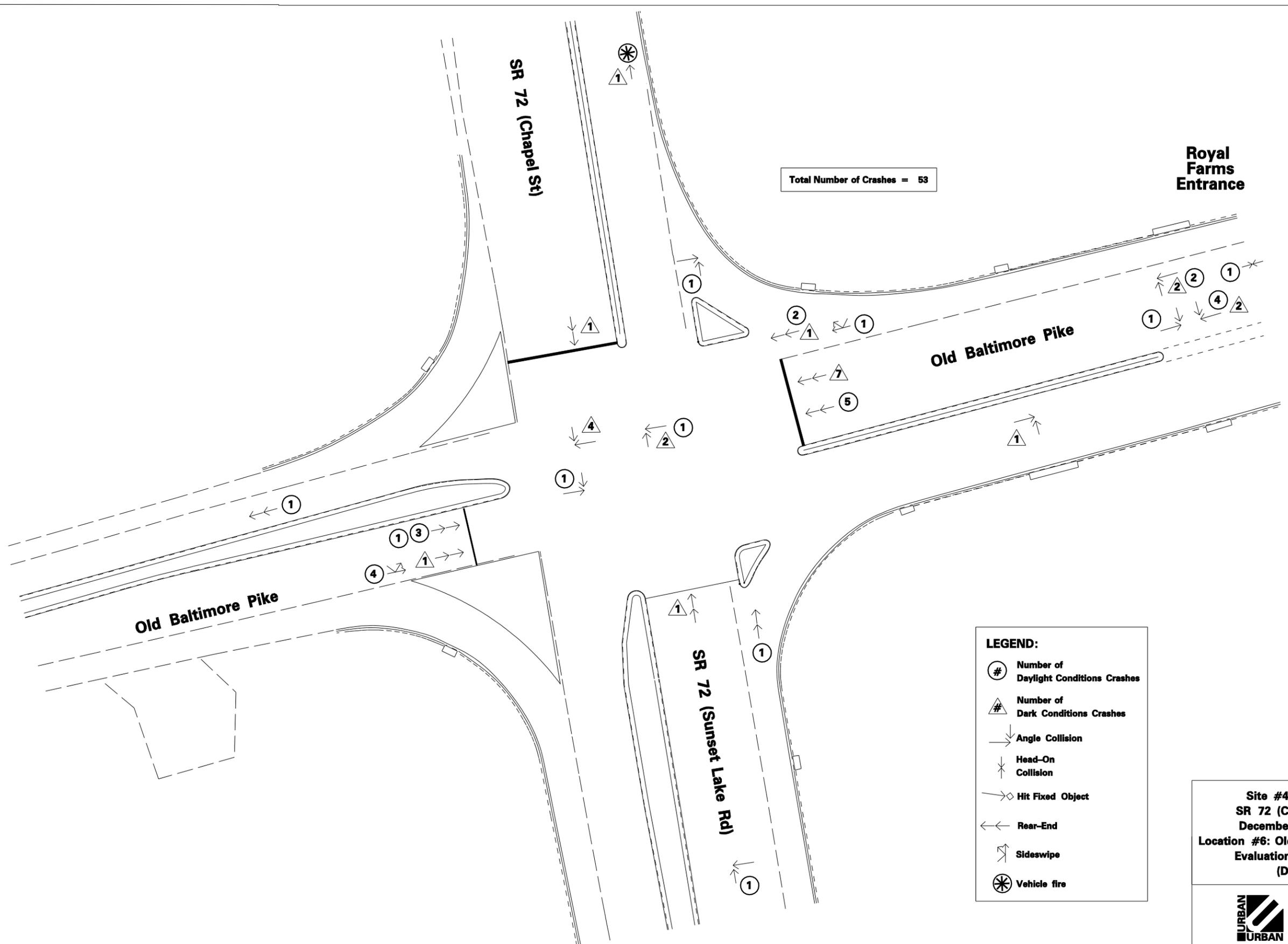
Site #2: Old Baltimore Pike @
SR 896 (S College Ave)
December 2007 to December 2010
Location #6: Old Baltimore Pk, MP 2.10 to 4.29
Evaluation of High Crash Locations
(Dark Criteria) Study

 **Urban Engineers, Inc.**
2 Penns Way, Suite 309
New Castle, DE 19720





Total Number of Crashes = 53



LEGEND:

- Number of Daylight Conditions Crashes
- Number of Dark Conditions Crashes
- Angle Collision
- Head-On Collision
- Hit Fixed Object
- Rear-End
- Sideswipe
- Vehicle fire

Site #4: Old Baltimore Pike @
SR 72 (Chapel St/Sunset Lake Rd)
December 2007 to December 2010
Location #6: Old Baltimore Pk, MP 2.10 to 4.29
Evaluation of High Crash Locations
(Dark Criteria) Study



Urban Engineers, Inc.
2 Penns Way, Suite 309
New Castle, DE 19720

Total Number of Crashes = 3



WESTOVER WOODS DRIVE

1

1



1 → P

Old Baltimore Pike

TORINGTON WAY

LEGEND:

- Number of Daylight Conditions Crashes
- Number of Dark Conditions Crashes
- Hit Pedestrian
- Rear-End

Site #5: Old Baltimore Pike @
Westover Woods Dr/Torington Way
December 2007 to December 2010
Location #6: Old Baltimore Pk, MP 2.10 to 4.29
Evaluation of High Crash Locations
(Dark Criteria) Study



Urban Engineers, Inc.
2 Penns Way, Suite 309
New Castle, DE 19720

APPENDIX C: Previous Study

1997 HSIP – Site DD Report

1997 HSIP – Site DD Task I Report

INTRODUCTION

Site DD is a 0.69 mile corridor located south of Newark along Old Baltimore Pike (N336) from Old Cooches Bridge Road (N408) to 0.31 miles east of Delaware Route 72 (South Chapel Street/Sunset Lake Road). West of Delaware Route 72, Old Baltimore Pike is a two-lane, open-section roadway. East of Delaware Route 72, Old Baltimore Pike is a three lane, open-section roadway with a two-way center left-turn lane. Within the limits of the site, there is one signalized intersection at Delaware Route 72 and two unsignalized, T-intersections at Old Cooches Bridge Road and Dayette Mills Road. The posted speed limit on Old Baltimore Pike is 45 miles per hour east of Delaware Route 72 and decreases to 35 miles per hour west of Delaware Route 72. The average daily traffic volume is 12,200.

ACCIDENT DATA SUMMARIES

A total of 41 accidents were reported during the three year study period. Twenty-two accidents occurred at the Delaware Route 72 intersection and eleven occurred at Old Cooches Bridge Road. Seventeen of the twenty-two accidents at Delaware Route 72 were rear end collisions, eleven of which occurred on westbound Old Baltimore Pike. Eight of the eleven accidents at Old Cooches Bridge Road occurred on wet pavement. Of the remaining eight accidents, seven occurred on wet or icy roadway and the other accident was created by driver error. The following is a categorical summary of the accident data:

TABLE 1

Accident Data Summary

Accident Severity		Year		Collision Type		Surface		Lighting	
Fatal	1 (2%)	1993	11 (27%)	Rear End	23 (56%)	Dry	18 (44%)	Daylight	28 (68%)
Injury	13 (32%)	1994	14 (34%)	Angle	11 (27%)	Wet	20 (49%)	Dark/Unlit	8 (20%)
PDO	27 (66%)	1995	16 (39%)	Other	6 (15%)	Icy	3 (7%)	Dark/Lit	2 (5%)
				Sideswipe	1 (2%)			Dawn/Dusk	3 (7%)
	41		41		41		41		41
Primary Cause									
Following too Closely - 5 (12%)		Speed too Fast - 1 (5%)		Careless Driving - 12 (29%)		Driving Under Influence - 4 (10%)		Inattentive - 9 (22%)	
Fail to Yield ROW - 5 (12%)		Pass STOP Sign - 1 (5%)		Other - 2 (5%)		Unknown - 2 (5%)			

FIELD OBSERVATIONS

- Drivers travel above the posted speed, based on trial runs to determine average running speed.
- Vehicles were observed using the center left turn lane east of Delaware Route 72 for U-turns and as an acceleration lane.
- The predominant flows during the morning peak hour are northbound on Delaware Route 72 and from westbound Old Baltimore Pike to northbound Delaware Route 72. The reverse occurs during the evening peak hour.
- During the morning peak hour, queued northbound Delaware Route 72 through vehicles block access to the left turn lane. The same occurs on the southbound approach during the evening peak hour.
- Westbound Old Baltimore Pike vehicles waiting to turn left onto Old Cooches Bridge Road block the through movement.
- Northbound Old Cooches Bridge Road left turns have a restricted sight distance looking east due to a bridge located just east of the intersection.
- The east and westbound Old Baltimore Pike approaches to Delaware Route 72 have very short green times and queues do not always clear.
- Pavement on Old Baltimore Pike west of Dayette Mills Road is in poor condition, especially on the westbound approach to Old Cooches Bridge Road.

REMEDIAL IMPROVEMENTS

- Replace double yellow centerline and edgelines on Old Baltimore Pike from Dayette Mills Road to Old Cooches Bridge Road.
- Replace the W3-1a (STOP AHEAD) sign with the D3 (Street Name) sign for Old Baltimore Pike on northbound Dayette Mills Road.
- Install "Watch for Turning Vehicles" sign on westbound Old Baltimore Pike approaching Old Cooches Bridge Road.
- Install R2-1 (Speed Limit) sign on eastbound Old Baltimore Pike east of Delaware Route 896.
- Resurface the roadway on Old Baltimore Pike from Dayette Mills Road to west of Old Cooches Bridge Road.
- Replace leaning guardrail on eastbound Old Baltimore Pike east of Old Cooches Bridge Road.

The assumed accident reduction with these improvements is 20 percent of the 11 accidents at Old Cooches Bridge Road or 15 percent of the total 41 accidents.

ADDITIONAL STUDIES

The committee recommended no further study.

BENEFIT/COST SUMMARY

Equivalent Uniform Annual Benefit	\$48,155.58
Equivalent Uniform Annual Cost	\$8,621.54
Total Cost of Improvements	\$51,900.00
Benefit/Cost Ratio	5.59

1997 HSIP – Site DD Photolog



Photo 1 - Westbound Old Baltimore Pike Approach to Delaware Route 72



Photo 2 - Eastbound Old Baltimore Pike Approach to Delaware Route 72



Photo 3 - Northbound Delaware Route 72 Approach to Old Baltimore Pike



Photo 4 - Southbound Delaware Route 72 Approach to Old Baltimore Pike



Photo 5 - Eastbound Old Baltimore Pike Approach to Old Cooches Bridge Road



Photo 6 - Westbound Old Baltimore Pike Approach to Old Cooches Bridge Road

APPENDIX D: Statewide 1.0 Mile Corridors Ranked by Critical Ratio

Delaware - Statewide
 Accident Date Range
 01/01/2007 - 12/31/2009

Interval Length
 1.0 mile

Parameters
 AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
1	10.12	1	355D	Harmony Road	0	0.05	1	<10 accidents - Did not meet criteria
2	5.93	1	34H	US 13	0	0.1	1	<10 accidents - Did not meet criteria
3	4.48	1	367	Welsh Tract Road	0	0.99	19	Location #1
4	4.48	1	367	Welsh Tract Road	0.1	1.09	19	Location #1
5	4.01	1	367	Welsh Tract Road	0.2	1.19	17	Location #1
6	4.01	1	367	Welsh Tract Road	0.3	1.29	17	Location #1
7	3.78	1	367	Welsh Tract Road	0.4	1.39	16	Location #1
8	3.76	1	367	Welsh Tract Road	0.5	1.49	16	Location #1
9	3.7	3	199	Fowlers Beach Road	1.2	2.15	4	<10 accidents - Did not meet criteria
10	3.6	1	11A	Delaware Park Road	0	0.15	4	<10 accidents - Did not meet criteria
11	3.56	3	246	Albury Avenue	0.9	1.89	7	<10 accidents - Did not meet criteria
12	3.55	3	199	Fowlers Beach Road	1.1	2.09	4	<10 accidents - Did not meet criteria
13	3.51	3	396		1.8	2.79	6	<10 accidents - Did not meet criteria
14	3.51	3	396		1.9	2.89	6	<10 accidents - Did not meet criteria
15	3.46	2	14	SR 42	3	3.91	5	<10 accidents - Did not meet criteria
16	3.43	1	31A	Old Limestone Road	0	0.31	1	<10 accidents - Did not meet criteria
17	3.43	3	14C		0	0.29	1	<10 accidents - Did not meet criteria
18	3.27	3	60	SR 54	3.1	4.09	7	<10 accidents - Did not meet criteria
19	3.27	3	60	SR 54	3.2	4.19	7	<10 accidents - Did not meet criteria
20	3.27	3	60	SR 54	3.3	4.29	7	<10 accidents - Did not meet criteria
21	3.25	1	38	St. Andrews School Road	0	0.99	7	<10 accidents - Did not meet criteria
22	3.23	2	429	Mechanic Street	3.1	4.09	6	<10 accidents - Did not meet criteria
23	3.23	2	429	Mechanic Street	3.2	4.19	6	<10 accidents - Did not meet criteria
24	3.23	2	429	Mechanic Street	3.3	4.29	6	<10 accidents - Did not meet criteria
25	3.18	1	429	Mechanic Street	3.8	4.79	7	<10 accidents - Did not meet criteria
26	3.14	2	14	SR 42	2.9	3.89	5	<10 accidents - Did not meet criteria
27	3.09	2	14	SR 42	2.8	3.79	5	<10 accidents - Did not meet criteria
28	3.05	2	14	SR 42	2.7	3.69	5	<10 accidents - Did not meet criteria
29	3.05	3	246	Albury Avenue	1	1.99	6	<10 accidents - Did not meet criteria
30	3.04	2	14	SR 42	2.6	3.59	5	<10 accidents - Did not meet criteria
31	3.02	1	367	Welsh Tract Road	0.6	1.59	13	Location #1
32	3.02	3	396		2.2	3.16	5	<10 accidents - Did not meet criteria
33	3	3	542A		0	0.18	1	<10 accidents - Did not meet criteria
34	2.93	3	396		2	2.99	5	<10 accidents - Did not meet criteria
35	2.93	3	396		2.1	3.09	5	<10 accidents - Did not meet criteria
36	2.83	1	355B		0	0.26	1	<10 accidents - Did not meet criteria
37	2.83	3	361	West Avenue	2.3	3.29	8	<10 accidents - Did not meet criteria
38	2.81	1	12A	Farrand Drive Ext.	0	0.1	2	<10 accidents - Did not meet criteria
39	2.8	3	60	SR 54	4.8	5.79	6	<10 accidents - Did not meet criteria
40	2.8	3	60	SR 54	4.9	5.89	6	<10 accidents - Did not meet criteria
41	2.8	3	60	SR 54	5	5.99	6	<10 accidents - Did not meet criteria
42	2.79	3	361	West Avenue	2.2	3.19	8	<10 accidents - Did not meet criteria
43	2.78	3	361	West Avenue	2.1	3.09	8	<10 accidents - Did not meet criteria
44	2.75	3	261		1.1	2.09	8	<10 accidents - Did not meet criteria
45	2.71	1	429	Mechanic Street	3.7	4.69	6	<10 accidents - Did not meet criteria
46	2.71	3	544		0.2	1.19	6	<10 accidents - Did not meet criteria
47	2.69	1	224	Upper Snuffmill Road	0	0.95	6	<10 accidents - Did not meet criteria
48	2.69	1	429	Mechanic Street	3.6	4.59	6	<10 accidents - Did not meet criteria
49	2.69	2	429	Mechanic Street	2.8	3.79	5	<10 accidents - Did not meet criteria
50	2.69	2	429	Mechanic Street	2.9	3.89	5	<10 accidents - Did not meet criteria
51	2.69	2	429	Mechanic Street	3	3.99	5	<10 accidents - Did not meet criteria
52	2.66	3	199	Fowlers Beach Road	0.8	1.79	3	<10 accidents - Did not meet criteria
53	2.66	3	199	Fowlers Beach Road	0.9	1.89	3	<10 accidents - Did not meet criteria
54	2.66	3	199	Fowlers Beach Road	1	1.99	3	<10 accidents - Did not meet criteria
55	2.65	1	315A		0	0.08	1	<10 accidents - Did not meet criteria
56	2.65	3	261		1.2	2.19	7	<10 accidents - Did not meet criteria
57	2.58	1	318A	St. James Church Road	0	0.24	1	<10 accidents - Did not meet criteria
58	2.58	3	246		0.5	1.49	5	<10 accidents - Did not meet criteria
59	2.58	3	544		0.1	1.09	6	<10 accidents - Did not meet criteria
60	2.56	3	246	Albury Avenue	0.6	1.59	5	<10 accidents - Did not meet criteria
61	2.55	2	127		0	0.41	1	<10 accidents - Did not meet criteria
62	2.55	3	246	Albury Avenue	0.7	1.69	5	<10 accidents - Did not meet criteria
63	2.55	3	246	Albury Avenue	0.8	1.79	5	<10 accidents - Did not meet criteria
64	2.55	3	246	Albury Avenue	1.1	2.09	5	<10 accidents - Did not meet criteria

Delaware - Statewide
 Accident Date Range
 01/01/2007 - 12/31/2009

Interval Length
 1.0 mile

Parameters
 AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
65	2.55	3	261		1	1.99	8	<10 accidents - Did not meet criteria
66	2.51	3	28	US 9	6	6.99	14	Location #2
67	2.5	2	295		0	0.99	3	<10 accidents - Did not meet criteria
68	2.5	2	295		0.1	1.09	3	<10 accidents - Did not meet criteria
69	2.46	3	361	West Avenue	1.9	2.89	8	<10 accidents - Did not meet criteria
70	2.44	2	88		0.2	1.19	4	<10 accidents - Did not meet criteria
71	2.43	2	14	SR 42	2.4	3.39	4	<10 accidents - Did not meet criteria
72	2.43	2	14	SR 42	2.5	3.49	4	<10 accidents - Did not meet criteria
73	2.42	2	88		0.3	1.29	4	<10 accidents - Did not meet criteria
74	2.4	2	88		0.4	1.39	4	<10 accidents - Did not meet criteria
75	2.4	3	544		0.3	1.29	5	<10 accidents - Did not meet criteria
76	2.38	2	14	SR 42	2.3	3.29	4	<10 accidents - Did not meet criteria
77	2.37	1	454	Sawmill Branch Road	0.5	1.46	3	<10 accidents - Did not meet criteria
78	2.37	3	28	US 9	5.9	6.89	13	Location #2
79	2.35	1	275	Golden Ring Road	1.4	2.39	8	<10 accidents - Did not meet criteria
80	2.35	1	275	Golden Ring Road	1.5	2.49	8	<10 accidents - Did not meet criteria
81	2.35	3	261		0.9	1.89	8	<10 accidents - Did not meet criteria
82	2.34	2	88		0.5	1.49	4	<10 accidents - Did not meet criteria
83	2.34	3	396		1.7	2.69	4	<10 accidents - Did not meet criteria
84	2.34	3	60	SR 54	3	3.99	5	<10 accidents - Did not meet criteria
85	2.34	3	60	SR 54	3.4	4.39	5	<10 accidents - Did not meet criteria
86	2.34	3	60	SR 54	3.5	4.49	5	<10 accidents - Did not meet criteria
87	2.34	3	60	SR 54	3.6	4.59	5	<10 accidents - Did not meet criteria
88	2.34	3	60	SR 54	3.7	4.69	5	<10 accidents - Did not meet criteria
89	2.34	3	60	SR 54	3.8	4.79	5	<10 accidents - Did not meet criteria
90	2.34	3	60	SR 54	5.1	6.09	5	<10 accidents - Did not meet criteria
91	2.32	3	361		2	2.99	7	<10 accidents - Did not meet criteria
92	2.31	2	271		3.1	4.01	2	<10 accidents - Did not meet criteria
93	2.28	1	260	Brecks Lane Road	0	0.57	2	<10 accidents - Did not meet criteria
94	2.28	2	384		3	3.99	7	<10 accidents - Did not meet criteria
95	2.27	2	88		0.1	1.09	4	<10 accidents - Did not meet criteria
96	2.22	1	429	Mechanic Street	3.5	4.49	5	<10 accidents - Did not meet criteria
97	2.22	2	207		2.9	3.89	4	<10 accidents - Did not meet criteria
98	2.22	2	207		3	3.99	4	<10 accidents - Did not meet criteria
99	2.21	1	429	Mechanic Street	3.3	4.29	5	<10 accidents - Did not meet criteria
100	2.21	1	82	SR 1	5.5	6.49	12	Location #3
101	2.19	3	261		0.8	1.79	8	<10 accidents - Did not meet criteria
102	2.17	1	275	Golden Ring Road	1.6	2.59	7	<10 accidents - Did not meet criteria
103	2.17	1	469	Black Diamond Road	0.4	1.39	3	<10 accidents - Did not meet criteria
104	2.17	1	469	Black Diamond Road	0.5	1.49	3	<10 accidents - Did not meet criteria
105	2.17	1	469	Black Diamond Road	0.6	1.59	3	<10 accidents - Did not meet criteria
106	2.17	1	469	Black Diamond Road	0.7	1.69	3	<10 accidents - Did not meet criteria
107	2.16	3	28	US 9	9.1	10.09	13	Location #4
108	2.15	2	30	Main Street	1.5	2.49	9	<10 accidents - Did not meet criteria
109	2.15	2	429		2.7	3.69	4	<10 accidents - Did not meet criteria
110	2.15	2	429		3.4	4.39	4	<10 accidents - Did not meet criteria
111	2.15	2	429		3.6	4.59	4	<10 accidents - Did not meet criteria
112	2.15	3	353		2.3	3.29	3	<10 accidents - Did not meet criteria
113	2.15	3	525		1.8	2.79	7	<10 accidents - Did not meet criteria
114	2.15	3	525		1.9	2.89	7	<10 accidents - Did not meet criteria
115	2.15	3	525		2	2.99	7	<10 accidents - Did not meet criteria
116	2.15	3	525		2.1	3.09	7	<10 accidents - Did not meet criteria
117	2.15	3	525		2.2	3.19	7	<10 accidents - Did not meet criteria
118	2.14	3	28	US 9	6.1	7.09	12	Location #2
119	2.14	3	361		2.4	3.39	6	<10 accidents - Did not meet criteria
120	2.13	1	452	Fieldsboro Road	0	0.99	3	<10 accidents - Did not meet criteria
121	2.13	1	452	Fieldsboro Road	0.1	1.09	3	<10 accidents - Did not meet criteria
122	2.13	1	452	Fieldsboro Road	0.2	1.19	3	<10 accidents - Did not meet criteria
123	2.13	1	452	Fieldsboro Road	0.3	1.29	3	<10 accidents - Did not meet criteria
124	2.13	1	452	Fieldsboro Road	0.4	1.39	3	<10 accidents - Did not meet criteria
125	2.13	1	452	Fieldsboro Road	0.5	1.49	3	<10 accidents - Did not meet criteria
126	2.13	1	452	Fieldsboro Road	0.6	1.59	3	<10 accidents - Did not meet criteria
127	2.13	2	30	Main Street	1.6	2.59	9	<10 accidents - Did not meet criteria
128	2.13	3	353		2.4	3.39	3	<10 accidents - Did not meet criteria

Delaware - Statewide
 Accident Date Range
 01/01/2007 - 12/31/2009

Interval Length
 1.0 mile

Parameters
 AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
129	2.12	2	8	US 113	9.6	10.59	13	Location #5
130	2.12	3	24	SR 24	18.2	19.19	7	<10 accidents - Did not meet criteria
131	2.12	3	24	SR 24	18.4	19.39	7	<10 accidents - Did not meet criteria
132	2.12	3	24	SR 24	18.5	19.49	7	<10 accidents - Did not meet criteria
133	2.11	3	246	Albury Avenue	0.3	1.29	4	<10 accidents - Did not meet criteria
134	2.11	3	261		1.3	2.29	5	<10 accidents - Did not meet criteria
135	2.11	3	353		2.1	3.09	3	<10 accidents - Did not meet criteria
136	2.11	3	477		0	0.99	3	<10 accidents - Did not meet criteria
137	2.1	1	26	Old Baltimore Pike	2.5	3.49	21	Location #6
138	2.1	3	48		7.2	8.19	7	<10 accidents - Did not meet criteria
139	2.1	3	48		7.3	8.29	7	<10 accidents - Did not meet criteria
140	2.1	3	48		7.4	8.39	7	<10 accidents - Did not meet criteria
141	2.1	3	48		7.5	8.49	7	<10 accidents - Did not meet criteria
142	2.1	3	48		7.6	8.59	7	<10 accidents - Did not meet criteria
143	2.1	3	48		7.7	8.69	7	<10 accidents - Did not meet criteria
144	2.1	3	48		7.8	8.79	7	<10 accidents - Did not meet criteria
145	2.1	3	48		7.9	8.89	7	<10 accidents - Did not meet criteria
146	2.1	3	48		8	8.99	7	<10 accidents - Did not meet criteria
147	2.09	2	30	Main Street	0.7	1.69	7	<10 accidents - Did not meet criteria
148	2.09	3	246	Albury Avenue	0.4	1.39	4	<10 accidents - Did not meet criteria
149	2.09	3	28	US 9	8.9	9.89	12	Location #4
150	2.07	3	246	Albury Avenue	1.8	2.7	3	<10 accidents - Did not meet criteria
151	2.07	3	326	State Street	0.8	1.79	8	<10 accidents - Did not meet criteria
152	2.06	2	188		0	0.32	1	<10 accidents - Did not meet criteria
153	2.06	3	353		2	2.99	3	<10 accidents - Did not meet criteria
154	2.06	3	353		2.5	3.49	3	<10 accidents - Did not meet criteria
155	2.05	1	26	Old Baltimore Pike	2.8	3.79	21	Location #6
156	2.05	3	594		0	0.99	6	<10 accidents - Did not meet criteria
157	2.04	2	30	Main Street	0.4	1.39	7	<10 accidents - Did not meet criteria
158	2.04	3	246		1.2	2.19	4	<10 accidents - Did not meet criteria
159	2.04	3	28	US 9	9	9.99	12	Location #4
160	2.04	3	544		0.4	1.39	4	<10 accidents - Did not meet criteria
161	2.03	2	303		1.2	2.19	2	<10 accidents - Did not meet criteria
162	2.02	1	301	Thompson's Station Road	0.3	1.29	9	<10 accidents - Did not meet criteria
163	2.02	1	301	Thompson's Station Road	0.4	1.39	9	<10 accidents - Did not meet criteria
164	2.02	2	54	Main Street	0.1	1.09	6	<10 accidents - Did not meet criteria
165	2.02	2	54	Main Street	0.2	1.19	6	<10 accidents - Did not meet criteria
166	2.02	2	54	Main Street	0.3	1.29	6	<10 accidents - Did not meet criteria
167	2.02	2	54	Main Street	0.4	1.39	6	<10 accidents - Did not meet criteria
168	2.02	2	54	Main Street	0.5	1.49	6	<10 accidents - Did not meet criteria
169	2.01	3	28	US 9	5.8	6.79	11	Location #4
170	2.01	3	488		2.8	3.79	4	<10 accidents - Did not meet criteria
171	2.01	3	488		2.9	3.89	4	<10 accidents - Did not meet criteria
172	2	1	82	SR 1	5.6	6.59	12	Location #3
173	2	1	9	SR 52	3.2	4.19	16	Location #7
174	2	2	8	US 113	9.7	10.69	12	Location #5
175	1.99	3	361		1.8	2.79	7	<10 accidents - Did not meet criteria
176	1.99	3	479A		0	0.6	2	<10 accidents - Did not meet criteria
177	1.98	1	26	Old Baltimore Pike	2.6	3.59	20	Location #6
178	1.98	1	26	Old Baltimore Pike	2.9	3.89	20	Location #6
179	1.98	1	9	SR 52	3.1	4.09	16	Location #7
180	1.98	2	325	Big Oak Road	1.4	2.39	4	<10 accidents - Did not meet criteria
181	1.98	2	73	North Street	4.3	5.29	7	<10 accidents - Did not meet criteria
182	1.98	3	207		1.3	2.29	7	<10 accidents - Did not meet criteria
183	1.98	3	353		1.9	2.89	3	<10 accidents - Did not meet criteria
184	1.98	3	544		1	1.99	2	<10 accidents - Did not meet criteria
185	1.97	1	26	Old Baltimore Pike	2.7	3.69	20	Location #6
186	1.97	2	30	Main Street	1.4	2.39	8	<10 accidents - Did not meet criteria
187	1.97	3	2	US 13	3.6	4.59	18	Location #8
188	1.96	1	383	Church Road	0.4	1.37	8	<10 accidents - Did not meet criteria
189	1.96	2	30	Main Street	0.3	1.29	7	<10 accidents - Did not meet criteria
190	1.96	2	384		3.1	4.09	6	<10 accidents - Did not meet criteria
191	1.96	3	16	SR 16	25.8	26.79	5	<10 accidents - Did not meet criteria
192	1.96	3	16	SR 16	25.9	26.89	5	<10 accidents - Did not meet criteria

Delaware - Statewide**Accident Date Range**

01/01/2007 - 12/31/2009

Interval Length

1.0 mile

Parameters

AMBIENT_LIGHT_PARAMETER-05

Rank	Crit. Ratio	County	Road	Road Name	Beg MP	End MP	# Accs	Notes
193	1.96	3	16	SR 16	26	26.99	5	<10 accidents - Did not meet criteria
194	1.96	3	16	SR 16	26.1	27.09	5	<10 accidents - Did not meet criteria
195	1.96	3	353		2.6	3.59	3	<10 accidents - Did not meet criteria
196	1.95	2	73	North Street	4.2	5.19	7	<10 accidents - Did not meet criteria
197	1.95	3	326	State Street	0.7	1.69	8	<10 accidents - Did not meet criteria
198	1.94	1	32	US 40	4.2	5.19	25	Location #9
199	1.94	2	73	North Street	4.4	5.39	7	<10 accidents - Did not meet criteria
200	1.94	3	213	Walnut Street	8.1	9.09	5	<10 accidents - Did not meet criteria
201	1.94	3	484		2.7	3.69	4	<10 accidents - Did not meet criteria
202	1.92	1	17	SR 92	0	0.99	17	Location #10